

# NACOmatic

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INSTRUMENT APPROACH PROCEDURE CHARTS



**IFR ALTERNATE AIRPORT MINIMUMS**

Standard alternate minimums for non precision approaches are 800-2 (NDB, VOR, LOC, TACAN, LDA, VORTAC, VOR/DME, ASR or WAAS LNAV); for precision approaches 600-2 (ILS or PAR). Airports within this geographical area that require alternate minimums other than standard or alternate minimums with restrictions are listed below. NA - means alternate minimums are not authorized due to unmonitored facility or absence of weather reporting service. Civil pilots see FAR 91. IFR Alternate Airport Minimums: Ceiling and Visibility Minimums not applicable to USA/USN/USAF. Pilots must review the IFR Alternate Airport Minimums Notes for alternate airfield suitability.

**NAME ALTERNATE MINIMUMS**

**AUBURN-LEWISTON, ME**

AUBURN-LEWISTON

MUNI ..... **ILS or LOC Rwy 4<sup>1</sup>**  
**RNAV (GPS) Rwy 4<sup>2</sup>**  
**RNAV (GPS) Rwy 22<sup>3</sup>**

<sup>1</sup>ILS, Category C, 700-2, Category D, 800-2½; LOC, NA.

<sup>2</sup>Categories A,B,C, 800-2½, Category D, 800-2½.

<sup>3</sup>Category D, 800-2½.

**AUGUSTA, ME**

AUGUSTASTATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS)-B<sup>2</sup>**  
**RNAV (GPS) Rwy 8<sup>2</sup>**  
**RNAV (GPS) Rwy 35<sup>2</sup>**  
**VOR/DME Rwy 8<sup>2</sup>**

<sup>1</sup>ILS, Categories B,C,D, 700-2.

<sup>2</sup>NA when local weather not available.

**BANGOR, ME**

BANGOR INTL ..... **ILS or LOC Rwy 33**  
ILS, LOC, Categories A,B, 1000-2; Categories C,D,E, 1000-3.

**BARRE-MONTPELIER, VT**

EDWARD F.

KNAPP STATE ..... **ILS or LOC Rwy 17<sup>1</sup>**  
**RNAV (GPS) Rwy 17<sup>23</sup>**  
**VOR/DME Rwy 35<sup>4</sup>**  
**VOR Rwy 35<sup>5</sup>**

<sup>1</sup>ILS, LOC, Categories A,B, 1900-2; Categories C, D, 1900-3.

<sup>2</sup>Category C, 800-2½; Category D, 1400-3.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 1400-3.

<sup>5</sup>Categories A,B, 1600-2; Categories C,D, 1600-3.

**NAME ALTERNATE MINIMUMS**

**BAR HARBOR, ME**

HANCOCK COUNTY-

BAR HARBOR ..... **LOC/DME BC Rwy 4**  
**ILS or LOC Rwy 22**  
**RNAV (GPS) Rwy 4**  
**RNAV (GPS) Rwy 22**

NA when local weather not available.

**BEDFORD, MA**

LAURENCE G. HANSCOM

FIELD ..... **ILS or LOC Rwy 11<sup>123</sup>**  
**ILS or LOC Rwy 29<sup>134</sup>**  
**RNAV (GPS) Rwy 11<sup>3</sup>**  
**RNAV (GPS) Rwy 23<sup>3</sup>**  
**RNAV (GPS) Rwy 29<sup>3</sup>**  
**VOR Rwy 23<sup>1</sup>**

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, Category D, 700-2.

<sup>3</sup>NA when local weather not available.

<sup>4</sup>ILS, Categories A,B, 800-2; Category C, 800-2½; Category D, 800-2½. LOC, Category C, 800-2½; Category D, 800-2½.

**BERLIN, NH**

BERLIN RGNL ..... **VOR-B<sup>1</sup>**  
**VOR/DME Rwy 18<sup>2</sup>**

<sup>1</sup>Categories A,B, 1100-2; Category C, 1100-3; Category D, 1200-3.

<sup>2</sup>Category B, 1200-2; Category C, 1200-3; Category D, 1300-3.

**BEVERLY, MA**

BEVERLY MUNI ..... **LOC Rwy 16**  
NA when control tower closed.

**BLOCK ISLAND, RI**

BLOCK ISLAND STATE .... **RNAV (GPS) Rwy 28**  
NA when local weather not available.



JAFFREY AIRPORT-  
SILVER RANCH ..... **VOR or GPS-A**  
Non-DME minima. Categories A,B. 900-2.

NAME ALTERNATE MINIMUMS

## KEENE, NH

DILLANT-HOPKINS ..... RNAV (GPS) Rwy 2<sup>12</sup>  
VOR Rwy 2<sup>3</sup>

<sup>1</sup>Category A, 900-2; Category B, 1000-2;  
Category C, 1000-3; Category D, 1200-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Categories A,B, 1200-2; Category C,D,  
1200-3.

## LACONIA, NH

LACONIA MUNI ..... ILS or LOC Rwy 8<sup>1</sup>  
NDB Rwy 8<sup>2</sup>  
RNAV (GPS) Rwy 8<sup>3</sup>  
RNAV (GPS) Rwy 26<sup>3</sup>

NA when local weather not available.

<sup>1</sup>ILS, LOC, Category A, 900-2; Category B,  
1100-2; Category C, 1100-3; Category D,  
1700-3.

<sup>2</sup>Category A, 1000-2; Category B, 1100-2;  
Category C, 1100-3; Category D, 1700-3.

<sup>3</sup>Category A, 900-2; Category B, 1000-2;  
Category C, 1100-3; Category D, 1700-3.

## LAWRENCE, MA

LAWRENCE MUNI ..... ILS Rwy 5<sup>1</sup>  
NDB or GPS Rwy 5<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>Category C, 800-2¼; Category D, 800-2½.

## LEBANON, NH

LEBANON MUNI ..... ILS or LOC Rwy 18<sup>12</sup>  
RNAV (GPS) Rwy 7<sup>3</sup>  
RNAV (GPS) Rwy 18<sup>3</sup>  
RNAV (GPS) Rwy 25<sup>3</sup>  
RNAV (GPS) Rwy 36<sup>4</sup>  
VOR/DME Rwy 7<sup>5</sup>  
VOR Rwy 25<sup>6</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>ILS, LOC, Category A, 1000-2; Category B,  
1200-2; Categories C, D, 1300-3.

<sup>3</sup>Category A, 1100-2; Category B, 1200-2;  
Category C, D, 1200-3.

<sup>4</sup>Categories A, B, 1200-2; Categories C, D,  
1200-3.

<sup>5</sup>Categories A, B, 1000-2; Categories C, D,  
1100-3.

<sup>6</sup>Categories A, B, 1100-2; Categories C, D,  
1100-3.

## MANCHESTER, NH

MANCHESTER ..... ILS or LOC/DME Rwy 17<sup>12</sup>  
ILS or LOC Rwy 6<sup>2</sup>  
ILS or LOC Rwy 35<sup>2</sup>  
RNAV (GPS) Rwy 6<sup>1</sup>  
RNAV (GPS) Rwy 35<sup>1</sup>  
RNAV (GPS) Y Rwy 17<sup>1</sup>  
VOR/DME or GPS Rwy 17<sup>3</sup>

<sup>1</sup>NA when local weather not available.

NAME ALTERNATE MINIMUMS

## MARSHFIELD, MA

MARSHFIELD MUNI-GEORGE  
HARLOW FIELD ..... NDB Rwy 24  
RNAV (GPS) Rwy 6  
RNAV (GPS) Rwy 24

NA when local weather not available.

## MILLINOCKET, ME

MILLINOCKET MUNI ..... RNAV (GPS) Rwy 29  
VOR Rwy 29

NA when local weather not available.

Category D, 800-2¼.

## NANTUCKET, MA

NANTUCKET  
MEMORIAL ..... ILS or LOC Rwy 6<sup>12</sup>  
ILS or LOC Rwy 24<sup>12</sup>  
NDB Rwy 24<sup>1</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
VOR Rwy 24<sup>2</sup>

<sup>1</sup>NA when control tower closed.

<sup>2</sup>NA when local weather not available.

## NASHUA, NH

BOIRE FIELD ..... RNAV (GPS) Rwy 32<sup>1</sup>  
VOR or GPS-A<sup>23</sup>  
VOR Rwy 32<sup>24</sup>

<sup>1</sup>NA when local weather not available.

<sup>2</sup>NA when control tower closed.

<sup>3</sup>Category D, 800-2¼.

<sup>4</sup>Category C, 800-2¼, Category D, 800-2½.

## NEW BEDFORD, MA

NEW BEDFORD RGNL ..... ILS or LOC Rwy 5<sup>1</sup>  
LOC BC Rwy 23  
NDB Rwy 5

NA when control tower closed.

<sup>1</sup>ILS, 700-2.

## NEW HAVEN, CT

TWEED-NEW HAVEN ..... ILS or LOC Rwy 2<sup>1</sup>  
RNAV (GPS) Rwy 2<sup>2</sup>  
VOR-A<sup>2</sup>  
VOR Rwy 2<sup>2</sup>

NA when control tower closed.

NA when local weather not available.

<sup>1</sup>ILS, Categories A,B,C, 800-2; Category D,  
800-2¼. LOC, Category D, 800-2¼.

<sup>2</sup>Category D, 800-2¼

## NEWPORT, RI

NEWPORT STATE ..... RNAV (GPS) Rwy 16  
VOR/DME Rwy 16

NA when local weather not available.

NAME ALTERNATE MINIMUMS  
**NORTH KINGSTOWN, RI**  
 QUONSET STATE ..... ILS or LOC Rwy 16<sup>12</sup>  
    RNAV (GPS) Rwy 16<sup>3</sup>  
    RNAV (GPS) Rwy 34<sup>3</sup>  
    VOR-A<sup>1</sup>  
    VOR Rwy 34<sup>1</sup>

<sup>1</sup>NA when control tower closed.  
<sup>2</sup>ILS, Categories A,B,C, 800-2; Category D, 800-2½. LOC, Category D, 800-2½.  
<sup>3</sup>NA when local weather not available.

**NORWOOD, MA**  
 NORWOOD MEMORIAL ..... LOC Rwy 35  
 NA when control tower closed.

**ORANGE, MA**  
 ORANGE MUNI ..... VOR-A  
 Categories A,B, 1400-2; Categories C,D, 1400-3.

**OXFORD, CT**  
 WATERBURY-OXFORD ... RNAV (GPS) Rwy 18  
 NA when local weather not available.

**PAWTUCKET, RI**  
 NORTH  
 CENTRAL STATE ..... RNAV (GPS) Rwy 5  
    RNAV (GPS) Rwy 23  
    VOR-A  
    VOR-B  
 NA when local weather not available.

**PLYMOUTH, MA**  
 PLYMOUTH MUNI ..... ILS or LOC/DME Rwy 6  
    RNAV (GPS) Rwy 6  
 NA when local weather not available.

**PORTLAND, ME**  
 PORTLAND INTL  
 JETPORT ..... ILS or LOC Rwy 11  
    ILS or LOC Rwy 29  
 ILS, Category D, 700-2.

**PRESQUE ISLE, ME**  
 NORTHERN MAINE REGIONAL AIRPORT  
 AT PRESQUE ISLE ..... ILS or LOC Rwy 1<sup>12</sup>  
    RNAV (GPS) Rwy 1<sup>1</sup>  
    RNAV (GPS) Rwy 19<sup>13</sup>  
    RNAV (GPS) Rwy 28<sup>1</sup>  
    VOR Rwy 19<sup>4</sup>

<sup>1</sup>NA when local weather not available.  
<sup>2</sup>Categories B, C, D, 700-2.  
<sup>3</sup>Category D, 800-2½.  
<sup>4</sup>Category C, 800-2½; Category D, 800-2½.

NAME ALTERNATE MINIMUMS  
**PROVIDENCE, RI**  
 THEODORE FRANCIS GREEN  
 STATE ..... ILS or LOC Rwy 5  
    ILS or LOC Rwy 23  
    ILS Rwy 34  
 NA when control tower closed.

**ROCKLAND, ME**  
 KNOX COUNTY RGNL ..... RNAV (GPS) Rwy 3  
    RNAV (GPS) Rwy 31  
 NA when local weather not available.

**RUTLAND, VT**  
 RUTLAND -SOUTHERN  
 VERMONT RGNL ..... RNAV (GPS) Rwy 1<sup>1</sup>  
    RNAV (GPS) Rwy 19<sup>2</sup>  
    VOR/DME Rwy 19<sup>3</sup>  
 NA when local weather not available.

<sup>1</sup>Categories A, B, 2400-2; Category C, 2400-3.  
<sup>2</sup>Categories A, B, 1500-2; Category C, 1500-3.  
<sup>3</sup>Categories A, B, 1800-2; Category C, 1800-3.

**VINEYARD HAVEN, MA**  
 MARTHA'S VINEYARD .... ILS or LOC Rwy 24<sup>1</sup>  
    RNAV (GPS) Rwy 6  
    RNAV (GPS) Rwy 24  
    VOR Rwy 6  
    VOR Rwy 24

NA when local weather not available.  
<sup>1</sup>NA when control tower closed.

**WATERVILLE, ME**  
 WATERVILLE  
 ROBERT LAFLEUR ..... RNAV (GPS) Rwy 23  
 NA when local weather not available.

**WESTFIELD/SPRINGFIELD, MA**  
 BARNES MUNI ..... ILS or LOC Rwy 20<sup>12</sup>  
    RNAV (GPS) Rwy 20<sup>12</sup>  
    VOR or TACAN Rwy 2<sup>34</sup>  
    VOR Rwy 20<sup>35</sup>

<sup>1</sup>Categories, A,B, 900-2; Category C, 900-2½; Category D, 900-3.  
<sup>2</sup>NA when local weather not available.  
<sup>3</sup>NA when control tower closed.  
<sup>4</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3; Category E, 1300-3.  
<sup>5</sup>Categories A,B, 900-2; Category C, 900-2½; Category D, 900-3.

**WHITEFIELD, NH**  
 MOUNT WASHINGTON  
 RGNL ..... RNAV (GPS) Rwy 10  
 Categories A,B, 900-2; Category C, 900-2½.

NAME ALTERNATE MINIMUMS

**WILLIMANTIC, CT**

WINDHAM ..... LOC Rwy 27<sup>1</sup>  
VOR-A

Category C, 800-2¼.

<sup>1</sup>NA when local weather not available.

**WINDSOR LOCKS, CT**

BRADLEY INTL ..... ILS or LOC Rwy 6<sup>1</sup>  
ILS or LOC Rwy 24<sup>2</sup>  
ILS or LOC Rwy 33<sup>2</sup>  
RNAV (GPS) Rwy 6<sup>2</sup>  
RNAV (GPS) Rwy 15<sup>3</sup>  
RNAV (GPS) Rwy 24<sup>2</sup>  
RNAV (GPS) Rwy 33<sup>2</sup>  
VOR or TACAN Rwy 6<sup>4</sup>  
VOR or TACAN Rwy 15<sup>5</sup>  
VOR or TACAN Rwy 24<sup>6</sup>  
VOR or TACAN Rwy 33<sup>6</sup>

<sup>1</sup>Categories A,B, 900-2; Category C, 900-2½;  
Category D, 900-2¾.

<sup>2</sup>Category D, 900-2¾.

<sup>3</sup>Categories A,B, 1000-2; Category C,  
1000-2¾.

<sup>4</sup>Categories A,B, 1000-2; Category C, 1000-  
2¾, Category D, 1000-3, Category E, 1300-3.

<sup>5</sup>Categories A,B, 1200-2; Categories C, D, E,  
1200-3.

<sup>6</sup>Category D, 1000-3; Category E, 1300-3.

**WORCESTER, MA**

WORCESTER RGNL ..... ILS or LOC Rwy 11<sup>12</sup>  
ILS or LOC Rwy 29<sup>12</sup>  
NDB Rwy 11<sup>23</sup>  
RNAV (GPS) Rwy 11<sup>23</sup>  
RNAV (GPS) Rwy 29<sup>23</sup>  
VOR/DME Rwy 33<sup>3</sup>

NA when control tower closed.

<sup>1</sup>ILS, Category B, 700-2; Category C, 800-2;  
Category D, 1000-3. LOC, Category D,  
1000-3.

<sup>2</sup>NA when local weather not available.

<sup>3</sup>Category D, 1000-3.

INSTRUMENT APPROACH PROCEDURE CHARTS

Civil Airports and Selected Military Airports

ALL USERS: Airports that have Departure Procedures (DPs) designed specifically to assist pilots in avoiding obstacles during the climb to the minimum enroute altitude , and/or airports that have civil IFR take-off minimums other than standard, are listed below. Take-off Minimums and Departure Procedures apply to all runways unless otherwise specified. Altitudes, unless otherwise indicated, are minimum altitudes in MSL.

DPs specifically designed for obstacle avoidance are referred to as Obstacle Departure Procedures (ODPs) and are described below in text, or published separately as a graphic procedure. If the (Obstacle) DP is published as a graphic procedure, its name will be listed below, and it can be found in either this volume (civil), or a separate Departure Procedure volume (military), as appropriate. Users will recognize graphic obstacle DPs by the term "(OBSTACLE)" included in the procedure title; e.g., TETON TWO (OBSTACLE). If not assigned a SID or radar vector by ATC, an ODP may be flown without ATC clearance to ensure obstacle clearance.

Graphic DPs designed by ATC to standardize traffic flows, ensure aircraft separation and enhance capacity are referred to as "Standard Instrument Departures (SIDs)". SIDs also provide obstacle clearance and are published under the appropriate airport section. ATC clearance must be received prior to flying a SID.

CIVIL USERS NOTE: Title 14 Code of Federal Regulations Part 91 prescribes standard take-off rules and establishes take-off minimums for certain operators as follows: (1) Aircraft having two engines or less - one statute mile. (2) Aircraft having more than two engines - one-half statute mile. These standard minima apply in the absence of any different minima listed below.

MILITARY USERS NOTE: Civil (nonstandard) take-off minima are published below. For military take-off minima, refer to appropriate service directives.

NAME	TAKE-OFF MINIMUMS	NAME	TAKE-OFF MINIMUMS
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AUBURN-LEWISTON, ME

AUBURN-LEWISTON MUNI

TAKE-OFF MINIMUMS: **Rwy 17**, 500-2¼ or std. with a min. climb of 266' per NM to 900. **Rwy 22**, std. with a min. climb of 312' per NM to 1500, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 17**, climb via heading 165° to 900 before turning northeast. **Rwy 22**, climb to 1500 direct LE LOM. Cross LE LOM at 1500 or above before turning southwest. For climb in visual conditions cross Auburn/Lewiston Muni at or above 1300.

NOTE: **Rwy 4**, multiple trees beginning 297' from departure end of runway, 78' right of centerline, up to 90' AGL/386' MSL. Multiple trees beginning 331' from departure end of runway, 277' left of centerline, up to 86' AGL/323' MSL. Abandoned aircraft 73' from departure end of runway, 478' right of centerline, 19' AGL/289' MSL. Abandoned aircraft 36' from departure end of runway, 451' right of centerline, 18' AGL/288' MSL. Pole 1487' from departure end of runway, 348' right of centerline, 51' AGL/314' MSL. Pole 101' from departure end of runway, 387' left of centerline, 37' AGL/277' MSL. Fence 132' from departure end of runway, 306' right of centerline, 11' AGL/267' MSL. **Rwy 17**, tree 1209' from departure end of runway, 390' right of centerline, 72' AGL/364' MSL. Tree 909' from departure end of runway, 336' right of centerline, 51' AGL/350' MSL. Tree 1819' from departure end of runway, 169' left of centerline, 92' AGL/371' MSL. Tree 1053' from departure end of runway, 252' left of centerline, 60' AGL/336' MSL. Tree 575' from departure end of runway, 175' left of centerline,

AUBURN-LEWISTON MUNI(CONT.)

39' AGL/322' MSL. Tree 881' from departure end of runway, 110' right of centerline, 35' AGL/327' MSL. Terrain 159' from departure end of runway, 487' right of centerline, 0' AGL/302' MSL. Tree 1.9 NM from departure end of runway, 247' left of centerline, 129' AGL/576' MSL. Terrain 276' from departure end of runway, 302' right of centerline, 0' AGL/299' MSL. Road 531' from departure end of runway, 156' left of centerline, 0' AGL/305' MSL. Terrain 533' from departure end of runway, 463' right of centerline, 0' AGL/302' MSL. Terrain 18' from departure end of runway, 140' right of centerline, 0' AGL/289' MSL. Tower 1.7 NM from departure end of runway, 4211' left of centerline, 193' AGL/752' MSL. **Rwy 22**, tree 4322' from departure end of runway, 1403' right of centerline, 87' AGL/439' MSL. Tree 4970' from departure end of runway, 616' left of centerline, 62' AGL/414' MSL. Tree 5547' from departure end of runway, 633' right of centerline, 86' AGL/428' MSL. Tree 5242' from departure end of runway, 1108' right of centerline, 51' AGL/419' MSL. Tree 3040' from departure end of runway, 993' right of centerline, 74' AGL/363' MSL. Ground 4784' from departure end of runway, 88' right of centerline, 0' AGL/ 404' MSL. Ground 3902' from departure end of runway, 811' right of centerline, 0' AGL/375' MSL. Tree 3189' from departure end of runway, 500' right of centerline, 73' AGL/352' MSL.



## AUBURN-LEWISTON MUNI(CON'T)

**Rwy 35**, tree 1877' from departure end of runway, 357' left of centerline, 104' AGL/344' MSL. Tree 870' from departure end of runway, 380' right of centerline, 72' AGL/312' MSL. Tree 1146' from departure end of runway, 378' left of centerline, 77' AGL/317' MSL. Tree 1520' from departure end of runway, 170' right of centerline, 62' AGL/302' MSL.

## AUGUSTA, ME

## AUGUSTA STATE

TAKE-OFF MINIMUMS: **Rwys 8, 35**, 300-1. **Rwy 26**, 400-1 or std. with a min. climb of 250' per NM to 700.

## BANGOR, ME

## BANGOR INTL (BGR)

## AMDT 2 09239 (FAA)

NOTE: **Rwy 15**, trees beginning 1694' from DER, 629' left of centerline, up to 79' AGL/278' MSL.

## BAR HARBOR, ME

## HANCOCK COUNTY-BAR HARBOR

DEPARTURE PROCEDURE: **Rwy 17**, climbing right turn via heading 220° to 2100 before proceeding on course. **Rwy 22**, climb via heading 224° to 1100 before proceeding east or southeast bound. **Rwy 35**, climb via heading 349° to 600 before proceeding on course.

NOTE: **Rwy 4**, road 324' from departure end of runway, 524' left of centerline, 15' AGL/79' MSL. Multiple trees beginning 119' from departure end of runway, 231' right of centerline, up to 60' AGL/193' MSL. **Rwy 17**, bush 116' from departure end of runway, 164' left of centerline, 10' AGL/47' MSL. Tree 245' from departure end of runway, 346' right of centerline, 44' AGL/82' MSL. **Rwy 22**, multiple poles and trees beginning 562' from departure end of runway, 329' left of centerline, up to 60' AGL/135' MSL. Terrain, multiple poles and trees beginning 450' left of departure end of runway, up to 60' AGL/142' MSL. **Rwy 35**, terrain and multiple trees beginning 35' from departure end of runway, 340' left of centerline, up to 60' AGL/217' MSL. Glideslope antenna and multiple trees beginning 657' from departure end of runway, 565' right of centerline up to 60' AGL/146' MSL.

## BARRE-MONTEPELIER, VT

## EDWARD F. KNAPP STATE

TAKE-OFF MINIMUMS: **Rwy 17**, 400-1. **Rwy 23**, 500-2 or std. with a min. climb of 400' per NM to 2600.

DEPARTURE PROCEDURE: **Rwy 5**, climb runway heading to 2100, then climbing right turn to 3900 direct MPV VOR/DME. **Rwy 17**, climb direct to MPV VOR/DME, climb in holding pattern (N, right turns, 160° inbound) to 3500 before proceeding on course. **Rwy 23**, climbing left turn to 3500 direct MPV VOR/DME.

**Rwy 35**, climb runway heading to 1600, then climbing right turn to 3900 direct MPV VOR/DME.

## BEDFORD, MA

## LAURENCE G. HANSCOM FIELD (BED)

## AMDT 4 08269 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1¼ or std. w/ min. climb of 245' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to departure end of runway. **Rwy 23**, 300-1¼ or std. w/ min. climb of 415' per NM to 400.

NOTE: **Rwy 5**, terrain beginning 2' from departure end of runway, 330' left of centerline, up to 147' MSL. Trees beginning 44' from departure end of runway, 10' left of centerline, up to 87' AGL/214' MSL. Trees beginning 246' from departure end of runway, 113' right of centerline, up to 92' AGL/217' MSL. Fence 152' from departure end of runway, 248' right of centerline, 5' AGL/132' MSL. Bush 171' from departure end of runway, 309' left of centerline, 13' AGL/140' MSL. Light on pole 575' from departure end of runway, 404' right of centerline, 55' AGL/182' MSL. Poles beginning 835' from departure end of runway, 347' right of centerline, up to 55' AGL/177' MSL. Light on pole 1912' from departure end of runway, 504' right of centerline, 59' AGL/177' MSL. **Rwy 11**, tree 2694' from departure end of runway, 924' left of centerline, 65' AGL/192' MSL. Antenna tower 5040' from departure end of runway, 248' left of centerline, 155' AGL/282' MSL. **Rwy 23**, vehicles on roadway beginning 534' from departure end of runway, left and right of centerline, up to 15' AGL/167' MSL. Trees beginning 917' from departure end of runway, 126' right of centerline, up to 100' AGL/347' MSL. Terrain 982' from departure end of runway, 338' right of centerline, 162' MSL. Trees beginning 1081' from departure end of runway, 161' left of centerline, up to 100' AGL/414' MSL. **Rwy 29**, vehicles on roadway 314' from departure end of runway, 564' left of centerline, 15' AGL/152' MSL. Trees beginning 388' from departure end of runway, 323' left of centerline, up to 72' AGL/240' MSL. Trees beginning 2675' from departure end of runway, 228' right of centerline, up to 96' AGL/246' MSL.

## BELFAST, ME

## BELFAST MUNI

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1¼ or std. with a min. climb of 219' per NM to 600.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 136° to 900 before turning south.

NOTE: **Rwy 33**, light pole 1955' from departure end of runway, 510' left of centerline, 100' AGL/297' MSL. Multiple trees beginning 1.4 NM from departure end of runway, 1682' left of centerline, up to 80' AGL/429' MSL.

## BENNINGTON, VT

## WILLIAM H. MORSE STATE

TAKE-OFF MINIMUMS: **Rwy 13**, 2200-3, restricted to CAT A and B only, CAT C NA. **Rwy 31**, 500-2 or std. with a min. climb of 240' per NM to 1400.

DEPARTURE PROCEDURE: **Rwy 13**, climbing left turn direct to CAM VORTAC, continue climb in hold to 3500 before proceeding on course. **Rwy 31**, climbing right turn direct CAM VORTAC continue climb in hold to 3500 before proceeding on course.



**BERLIN, NH****BERLIN RGNL**TAKE-OFF MINIMUMS: **Rwys 18, 36**, 1000-2.DEPARTURE PROCEDURE: **Rwys 18, 36**, climb visually over the airport to 2100, continue climb to 3000 via BML R-192, then climbing right turn to 4400 direct BML VOR/DME and hold. Climb in holding pattern (N, left turns, 192° inbound) to MEA before proceeding on course.**BEVERLY, MA****BEVERLY MUNI (BVY)****AMDT 2B 08241 (FAA)**TAKE-OFF MINIMUMS: **Rwy 27**, 300-1 or std. w/ min. climb of 315' per NM to 400.DEPARTURE PROCEDURE: **Rwy 27**, climb heading 270° to 700 before turning left.

NOTE: **Rwy 9**, multiple trees beginning 82' from departure end of runway, 50' left of centerline, up to 114' AGL/232' MSL. Tree 258' from departure end of runway, 47' right of centerline, 87' AGL/192' MSL. **Rwy 16**, multiple trees beginning 286' from departure end of runway, 213' left of centerline, up to 80' AGL/148' MSL. Trees, stack and obstruction light on buildings beginning 121' from departure end of runway, 4' right of centerline up to 90' AGL/194' MSL. **Rwy 27**, multiple trees and antenna beginning 8' from departure end of runway, 144' left of centerline, up to 98' AGL/217' MSL, multiple trees beginning 42' from departure end of runway, 84' right of centerline up to 97' AGL/160' MSL. Building 5290' from departure end of runway, 980' left of centerline, 108' AGL/217' MSL. **Rwy 34**, multiple trees beginning 437' from departure end of runway, 5' left of centerline, 91' AGL/188' MSL. Multiple trees 509' from departure end of runway, 1' right of centerline, 80' AGL/174' MSL.

**BIDDEFORD, ME****BIDDEFORD MUNI**TAKE-OFF MINIMUMS: **Rwy 24**, 300-2 or std. w/ min. climb of 214' per NM to 600, or alternatively, w/ std. takeoff minimums and normal 200'/NM climb gradient, takeoff must occur no later than 1700 prior to departure end of runway.

NOTE: **Rwy 6**, multiple trees beginning 121' from departure end of runway, 243' left of centerline, up to 60' AGL/229' MSL. Multiple trees beginning 23' from departure end of runway, 132' right of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 538' from departure end of runway, 6' right of centerline, up to 60' AGL/229' MSL. **Rwy 24**, multiple trees beginning 342' from departure end of runway, 287' left of centerline, up to 60' AGL/219' MSL. Multiple trees beginning 492' from departure end of runway, 242' right of centerline, up to 60' AGL/209' MSL. Multiple trees beginning 1317' from departure end of runway, 44' right of centerline, up to 60' AGL/209' MSL. Assumed obstacle 1.7 NM from departure end of runway, 1802' right of centerline, 200' AGL/429' MSL.

**BLOCK ISLAND, RI****BLOCK ISLAND STATE**TAKE-OFF MINIMUMS: **Rwy 28**, 300-1.DEPARTURE PROCEDURE: **Rwy 28**, climb runway heading at 250° per NM to 400 feet before turning.**BOSTON, MA****GENERAL EDWARD LAWRENCE LOGAN INTL (BOS)****ADMT 12A 09127 (FAA)**TAKE-OFF MINIMUMS: **Rwy 4L**, 300-1 or std. with a min. climb of 358' per NM to 300. **Rwy 9**, 300-1½ or std. with a min. climb of 272' per NM to 300. **Rwy 14**, 500-3 or std. w/ a min. climb of 223' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to DER.

**Rwy 22L**, 300-1 or standard when tower reports no tall vessels in the departure area. **Rwy 22R**, 300-1½ or std. w/ a min. climb of 320' per NM to 400. **Rwy 27**, std. w/ a min. climb of 477' per NM to 1300. **Rwys 32, 33R**, NA-environmental. **Rwy 33L**, 300-1½ or std. w/ a min. climb of 226' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2000' prior to DER.

DEPARTURE PROCEDURE: **Rwy 4L**, climb on a heading between 292° clockwise to 216° from DER, or minimum climb of 208' per NM to 1100 for all other courses. **Rwy 14**, climb on a heading between 322° clockwise to 258° from DER, or minimum climb of 237' per NM to 1100 for all other courses. **Rwys 22L, 22R**, climb heading 216° to 800 before turning right.

**Rwy 33L**, climb heading 331° to 700 before turning left.

NOTE: **Rwy 4L**, light on blast fence 184' from DER, 249' left of centerline, 6' AGL/23' MSL. Tree 2094' from DER, 92' left of centerline, 47' AGL/77' MSL. Tree 3975' from DER, 1486' left of centerline, 50' AGL/198' MSL. Tree 4228' from DER, 544' left of centerline, 47' AGL/143' MSL. Ship 694' from DER, on centerline, 50' AGL/50' MSL. Light on blast fence 230' from DER, 63' right of centerline, 6' AGL/23' MSL. Light on pole and multiple trees beginning 1806' from DER, 740' right of centerline, up to 33' AGL/79' MSL. **Rwy 4R**, light on pole and multiple trees beginning 1807' from DER, 403' left of centerline, up to 33' AGL/79' MSL. Ship 579' from DER, on centerline, 50' AGL/50' MSL. Crane 2001' from DER, 434' right of centerline, 101' AGL/114' MSL. Mobile crane 2009' from DER, 206' right of centerline, 114' AGL/134' MSL. **Rwy 9**, antenna on standpipe and tank beginning 5878' from DER, 1429' left of centerline, up to 138' AGL/217' MSL. Ship 763' from DER, on centerline, 65' AGL/65' MSL. **Rwy 14**, ship rig 5439' from DER, 1824' right of centerline, 176' AGL/176' MSL. Wind turbine 2.5 NM from DER, 2998' right of centerline, 401' AGL/434' MSL. **Rwy 15L**, sign 169' from DER, 279' right of centerline, 6' AGL/19' MSL. **Rwy 15R**, sign 45' from DER, 267' right of centerline, 6' AGL/16' MSL. **Rwy 22L**, rig 2441' from DER, 35' left of centerline, 176' AGL/176' MSL. Obstruction light pole 3586' from DER, 926' left of centerline, 108' AGL/128' MSL. Mobile crane 3676' from DER, 440' right of centerline, 122' AGL/145' MSL. **Rwy 22R**, rig 4586' from DER, 1535' left of centerline, 176' AGL/176' MSL. Rig 4064' from DER, 8' right of centerline, 176' AGL/176' MSL. Stacks 1.3 NM from DER, 1598' right of centerline, 255' AGL/278' MSL. **Rwy 27**, multiple buildings beginning 1.3 NM from DER, 129' left of centerline, up to 251' AGL/261' MSL. Light pole and rod on pole beginning 1691' from DER, 749' right of centerline, up to 60' AGL/100' MSL. Rig 4822' from DER, 35' right of centerline, 176' AGL/176' MSL. Multiple buildings beginning 1.7 NM from DER, 1479' right of centerline, up to 685' AGL/701' MSL.



GENERAL EDWARD LAWRENCE LOGAN INTL  
(CONT)

**Rwy 33L**, multiple lights, rod on tank and light on building beginning 796' from DER, 604' left of centerline, up to 46' AGL/73' MSL. Building and chimney on building beginning 4301' from DER, 1079' left of centerline, up to 40' AGL/149' MSL. Bridge 1.4 NM from DER, 2615' left of centerline, 263' AGL/263' MSL. Multiple trees, wind direction indicator on tower and sign beginning 249' from DER, 51' right of centerline, up to 35' AGL/101' MSL.

BRIDGEPORT, CT

IGOR I. SIKORSKY MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 29**, 600-2 or std. with a min. climb of 280' per NM to 700.  
NOTE: **Rwy 6**, cross departure end of runway at or above 34' AGL/42' MSL. **Rwy 11**, 26' AGL/41' MSL road/vehicle 207' from departure end of runway. Cross departure end of runway at or above 35' AGL/43' MSL.  
**Rwy 24**, cross departure end of runway at or above 23' AGL/30' MSL. **Rwy 29**, cross departure end of runway at or above 35' AGL/45' MSL.

BRUNSWICK NAS (KNHZ)

BRUNSWICK, ME . . . . . 09295

**Rwy 1L**, CAUTION: Cross DER at or above 30' AGL/102' MSL.  
**Rwy 1R**, CAUTION: Cross DER at or above 10' AGL/82' MSL.

BURLINGTON, VT

BURLINGTON INTL (BTV)  
AMDT 12 08101 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 288' per NM to 3200 or 3000-3 for climb in visual conditions.  
**Rwy 15**, std. w/ min climb of 447' per NM to 4800 or 3000-3 for climb in visual conditions. **Rwy 19**, std. w/ min climb of 377' per NM to 4100 or 3000-3 for climb in visual conditions. **Rwy 33**, std. w/ min of 210' per NM to 2400 or 3000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb heading 006° to 3200 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 15**, climb heading 146° to 3900 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 19**, climb heading 186° to 4100 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course. **Rwy 33**, climb heading 326° to 2400 before proceeding on course or for climb in visual conditions, cross Burlington Intl airport at or above 3200 before proceeding on course.

NOTE: **Rwy 1**, trees beginning 575' from departure end of runway, 75' left of centerline, up to 61' AGL/380' MSL. Trees beginning 1396' from departure end of runway, 216' right of centerline, up to 45' AGL/384' MSL. **Rwy 15**, bush 318' from departure end of runway, 292' left of centerline, 4' AGL/343' MSL. Trees beginning 1400' from departure end of runway, 358' right of centerline, up to 88' AGL/1173' MSL. Trees beginning 1801' from departure end of runway, 377' left of centerline, up to 88' AGL/1197' MSL. Hopper 2029' from departure end of runway 524' left of centerline, 61' AGL/400' MSL. Building 3411' from departure end of runway, 1117' left of centerline, 110' AGL/430' MSL. **Rwy 19**, trees beginning 168' from departure end of runway, 24' right of centerline, up to 87' AGL/436' MSL. Trees beginning 172' from departure end of runway, 75' left of centerline, up to 74' AGL/413' MSL. **Rwy 33**, trees beginning 190' from departure end of runway, 225' right of centerline, up to 50' AGL/356' MSL. Pole 971' from departure end of runway, 755' left of centerline, 58' AGL/338' MSL. Trees beginning 1843' from departure end of runway, 866' left of centerline, up to 78' AGL/357' MSL.

CARIBOU, ME

CARIBOU MUNI

TAKE-OFF MINIMUMS: **Rwys 1, 11, 19, 29**, 300-1.



**CHATHAM, MA****CHATHAM MUNI**

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. w/ min. climb of 462' per NM to 300. **Rwy 24**, 400-2 or std. w/ min. climb of 248' per NM to 500.

NOTE: **Rwy 6**, multiple trees beginning 26' from departure end of runway, 158' left of centerline, up to 100' AGL/169' MSL. Multiple trees beginning 62' from departure end of runway, 245' right of centerline, up to 100' AGL/159' MSL. **Rwy 24**, multiple trees beginning 179' from departure end of runway, 216' left of centerline, up to 100' AGL/159' MSL. Multiple trees beginning 318' from departure end of runway, 227' right of centerline, up to 100' AGL/159' MSL. Tower 1.6 NM from departure end of runway, 2526' right of centerline, 313' AGL/318' MSL.

**CLAREMONT, NH****CLAREMONT MUNI**

TAKE-OFF MINIMUMS: **Rwy 11**, 700-3 or std. with a min. climb of 490' per NM to 1400, or 3100 2½ for climb in visual conditions. **Rwy 29**, 1300-3 or 3100 2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb in visual conditions to cross Claremont Muni at or above 3000.

NOTE: **Rwy 11**, multiple trees and towers on rising terrain, 1.5 NM from departure end of runway, 3000' right of centerline, and 1.6 NM from departure end of runway, 2660' left of centerline, up to 200' AGL/1143' MSL. **Rwy 29**, multiple trees on rising terrain, 1.1 NM from departure end of runway, 800' left of centerline, and 1.3 NM from departure end of runway, 2000' right of centerline, up to 80' AGL/1044' MSL. Trees and towers 2 NM from departure end of runway on centerline, up to 200' AGL/929' MSL.

**CONCORD, NH****CONCORD MUNI**

TAKE-OFF MINIMUMS: **Rwy 12**, 500-1 or std. with a min. climb of 350' per NM to 1300. **Rwy 17**, 300-1 or std. with a min. climb of 220' per NM to 1200. **Rwy 30**, 800-3 or std. with a min. climb of 260' per NM to 1300. **Rwy 35**, 300-1 or std. with a min. climb of 320' per NM to 1300.

DEPARTURE PROCEDURE: **Rwy 12**, climb to 900 then climbing right turn to CON VORTAC before proceeding on course. **Rwy 17**, climb to 1200 before turning on course. **Rwy 35**, climb to 1300 before turning on course.

**DANBURY, CT****DANBURY MUNI**

TAKE-OFF MINIMUMS: **Rwy 8**, 600-2. **Rwy 17**, 600-1. **Rwy 26**, 500-2. **Rwy 35**, 900-2 or std. with a min. climb of 360' per NM to 1500.

DEPARTURE PROCEDURE: **Rwys 8, 17**, climb runway heading to 1200 before turning on course. **Rwys 26, 35**, climb runway heading to 1500 before proceeding on course.

**DANIELSON, CT****DANIELSON**

TAKE-OFF MINIMUMS: **Rwy 13**, 700-2 or std. with a min. climb of 300' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 13**, climb to 1100 before turning on course. **Rwy 31**, climb to 1000 feet before turning on course.

**DEXTER, ME****DEXTER RGNL**

TAKE-OFF MINIMUMS: **Rwy 7, 25**, NA.

DEPARTURE PROCEDURE: **Rwy 16**, climb runway heading to 1000 before turning westbound. **Rwy 34**, climb runway heading to 1800 before turning northeastbound.

**EASTPORT, ME****EASTPORT MUNI**

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 240' per NM to 300.

**ELIOT, ME****LITTLEBROOK AIR PARK**

NOTE: **Rwy 12**, house 118' right of departure end of runway, 23' AGL/129' MSL. Brush 200' from departure end of runway, 66' left of centerline, 16' AGL/122' MSL. Trees 345' from departure end of runway, 140' left of centerline, 71' AGL/130' MSL. **Rwy 30**, trees 220' from departure end of runway, 125' right of centerline, 19' AGL/144' MSL. Brush 100' right of departure end of runway, 20' AGL/159' MSL.

**FITCHBURG, MA****FITCHBURG MUNI**

TAKE-OFF MINIMUMS: **Rwys 2, 14, 20**, NA-obstacles. **Rwy 32**, std. with a min. climb of 314' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 32**, climb via heading 324° to 2600 before proceeding on course. For climb in visual conditions: cross Fitchburg Muni Airport at or above 1800.

NOTE: **Rwy 32**, multiple trees beginning 144' from departure end of runway, 260' left of centerline up to 100' AGL/796' MSL, multiple trees beginning 36' from departure end of runway, 150' right of centerline up to 100' AGL/796' MSL.

**FRENCHVILLE, ME****NORTHERN AROOSTOOK RGNL**

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1¼ or std. w/ min. climb of 503' per NM to 1300.

NOTE: **Rwy 14**, trees beginning 101' from departure end of runway, 348' right of centerline, up to 80' AGL/1079' MSL. **Rwy 32**, trees beginning 3128' from departure end of runway, 952' left of centerline, up to 80' AGL/1179' MSL, trees beginning 1608' from departure end of runway, 433' right of centerline, up to 80' AGL/1119' MSL.

**FRYEBURG, ME**

EASTERN SLOPES RGNL (IZG)

AMDT 4 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 14**, std. with a min. climb of 310' per NM to 2100, or 1600-3 for climb in visual conditions. **Rwy 32**, 300-1½ with a min. climb of 471' per NM to 6600, or 1600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 14**, climb heading 143° to 3000 before turning. For climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course. **Rwy 32**, for climb in visual conditions cross Eastern Slopes Rgnl airport at or above 3800 before proceeding on course.

NOTE: **Rwy 32**, tree 454' from departure end of runway, 558' left of centerline, 100' AGL/579' MSL. Trees beginning 1249' from departure end of runway, 734' right of centerline, up to 100' AGL/659' MSL. Trees and tower beginning 1.1 NM from departure end of runway, 2155' left of centerline, up to 100' AGL/1139' MSL.

**GARDNER, MA**

GARDNER MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1. **Rwy 36**, 500-2.

**GREAT BARRINGTON, MA**

WALTER J. KOLADZA

TAKE-OFF MINIMUMS: **Rwy 11**, 1200-2 or std. with a min. climb of 440' per NM until passing 2000. **Rwy 29**, 800-2 or std. with a min. climb of 310' per NM to 1600.

DEPARTURE PROCEDURE: **Rwys 11, 29**, climb runway heading to 2200 before proceeding on course.

**GREENVILLE, ME**

GREENVILLE MUNI

TAKE-OFF MINIMUMS: **Rwy 3**, 1000-3.**Rwys 21, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 3**, climbing left turn heading 005° to 3000 before proceeding on course. **Rwys 14, 21**, climb runway heading to 3000 before proceeding on course. **Rwy 32**, climbing right turn heading 005° to 3000 before proceeding on course.

**GREENVILLE SEAPLANE BASE**TAKE-OFF MINIMUMS: **North/South**, 600-1.

DEPARTURE PROCEDURE: **North**, climb to 3400 via heading 360° before proceeding on course.

**South**, climb to 3400 via heading 180° before proceeding on course.

**GROTON (NEW LONDON), CT**

GROTON-NEW LONDON

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 350' per NM to 300.

DEPARTURE PROCEDURE: **Rwy 33**, climb via heading 329° to 500, then climbing right turn to intercept GON VOR/DME R-335 to 2000 before proceeding on course.

NOTE: **Rwy 5**, road, multiple trees, obstruction lights and towers beginning 215' from departure end of runway, 500' left of centerline, up to 70' AGL/91' MSL. Tree 1.3 NM from departure end of runway, 1083' left of centerline, 87' AGL/202' MSL. **Rwy 15**, bush 53' from departure end of runway, 238' right of centerline, 8' AGL/11' MSL. Multiple trees beginning 1769' from departure end of runway, 276' left of centerline, up to 30' AGL/156' MSL. **Rwy 23**, bush 570' from departure end of runway, 490' right of centerline, 12' AGL/21' MSL. **Rwy 33**, railroad, obstruction lights and trees beginning 160' from departure end of runway, crossing centerline, up to 20' AGL/88' MSL. Multiple trees, obstruction lights and tanks beginning 4475' from departure end of runway, 1397' left of centerline, up to 55' AGL/226' MSL.

**HARTFORD, CT**

HARTFORD-BRAINARD

TAKE-OFF MINIMUMS: **Rwys 11, 29**, NA

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1000 before proceeding on course. **Rwy 20**, climb to 1900 via heading 175° before proceeding on course.

NOTE: **Rwy 2**, 100' AGL treeline 169' from departure end of runway, right of centerline to 2545' from departure end of runway, 191' left of centerline. **Rwy 20**, 100' AGL treeline 1290' from departure end of runway, 497' right of centerline to 2503' from departure end of runway, 32' left of centerline.

**HAVERHILL, NH**

DEAN MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 339' per NM to 2000, or 1800-2 for climb in visual conditions. **Rwy 19**, NA terrain.

DEPARTURE PROCEDURE: **Rwy 1**, climbing left turn heading 240° and LEB VOR/DME R-029 to 4800 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-029. For climb in visual conditions: Cross Dean Memorial Airport southwest bound at or above 2200 via LEB VOR/DME R-036 to 5000 before proceeding on course. Do not exceed 180 KIAS until established on LEB VOR/DME R-036.

NOTE: **Rwy 1**, multiple buildings beginning 180' from departure end of runway, 74' left of centerline, up to 25' AGL/571' MSL. Building 300' from departure end of runway, 100' right of centerline, 35' AGL/584' MSL. Vehicles at departure end of runway, beginning 500' right of centerline, to 500' left of centerline 15' AGL/596' MSL. Multiple trees beginning 1450' from departure end of runway left and right of centerline, up to 100' AGL/599' MSL. Multiple trees beginning 1.3 NM from departure end of runway left and right of centerline, up to 100' AGL/819' MSL. Multiple trees and towers beginning 1.7 NM from departure end of runway left and right of centerline, up to 200' AGL/919' MSL.



**HIGHGATE, VT****FRANKLIN COUNTY STATE**

NOTE: **Rwy 19**, trees 979' from departure end of runway, 604' right of centerline, 77' AGL/294' MSL. Trees 1008' from departure end of runway, 600' right of centerline, 83' AGL/300' MSL.

**HOPEDALE, MA****HOPEDALE INDUSTRIAL PARK**

TAKE-OFF MINIMUMS: **Rwy 18**, 300-1 or std. with a min. climb of 320' per NM to 900. **Rwy 36**, 600-1 or std. with a min. climb of 280' per NM to 1100.

DEPARTURE PROCEDURE: **Rwy 18**, climb runway heading to 900 before turning on course. **Rwy 36**, climb runway heading to 1100 before turning on course.

**HOULTON, ME****HOULTON INTL**

TAKE-OFF MINIMUMS: **Rwys 1, 5**, 300-1.

**Rwy 19**, 500-1. **Rwy 23**, 300-1 or std. with a min. climb of 220' per NM to 700.

**HYANNIS, MA****BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD (HYA)****AMDT 3A 08269 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 33**, 300-1 or std. with a min. climb of 354' per NM to 300.

DEPARTURE PROCEDURE: **Rwys 24, 33**, climb runway heading to 700 before proceeding on course.

NOTE: **Rwy 33**, pole 3961' from departure end of runway, 1531' right of centerline, 97' AGL/235' MSL.

**JAFFREY, NH****JAFFREY AIRPORT-SILVER RANCH**

TAKE-OFF MINIMUMS: **Rwys 16, 34**, 500-1.

DEPARTURE PROCEDURE: **Rwy 16**, climb to 3000 direct to GDM VOR/DME before proceeding on course.

**Rwy 34**, climbing right turn to 3000 direct to GDM VOR/DME before proceeding on course.

**KEENE, NH****DILLANT-HOPKINS**

TAKE-OFF MINIMUMS: **Rwy 2**, 1200-2. **Rwy 14**, 2200-2 or std. with a min. climb of 450' per NM to 2500. **Rwy 20**, 1000-2 or std. with a min. climb of 320' per NM to 1700. **Rwy 32**, 1600-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 14**, climb runway heading to 2500, then climbing right turn to assigned altitude direct EEN VORTAC before proceeding on course. **Rwy 20**, climb direct EEN VORTAC until passing 3000, if not at 3000 or above at EEN VORTAC climb in EEN holding pattern; (NE, right turns, 215° inbound) before proceeding on course. **Rwy 32**, climbing right turn heading 350° to 2100, then climbing left turn to assigned altitude direct EEN VORTAC before proceeding on course.

NOTE: **Rwy 2**, 81' AGL trees 400' from departure end of runway and 500' right of centerline. **Rwy 32**, 89' AGL trees 800' from departure end of runway and 600' right of centerline.

**LACONIA, NH****LACONIA MUNI (LCI)****AMDT 4 09127 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 8**, 600-1 ¾ or std. w/ min. climb of 652' per NM to 1300. **Rwy 26**, 300-1 or std. w/ min. climb of 421' per NM to 900.

DEPARTURE PROCEDURE: **Rwy 8**, climb to 2500 via heading 079° and ENE VORTAC R-315 inbound to 3500 before proceeding on course. **Rwy 26**, climb heading 264° to 2500 before proceeding on course.

NOTE: **Rwy 8**, trees, terrain, and pole beginning 65' from DER, 20' right of centerline, up to 50' AGL/1112' MSL. Trees and terrain beginning 93' from DER, 5' left of centerline, up to 71' AGL/590' MSL. **Rwy 26**, trees and antenna on tower beginning 123' from DER, 42' left of centerline, up to 84' AGL/743' MSL. Trees beginning 2145' from DER, 626' right of centerline, up to 93' AGL/672' MSL.

**LAWRENCE, MA****LAWRENCE MUNI**

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 290' per NM to 400. **Rwy 14**, 300-1 or std. with a min. climb of 430' per NM to 500. **Rwy 23**, 300-1 or std. with a min. climb of 240' per NM to 400. **Rwy 32**, 300-1.

**LEBANON, NH**

LEBANON MUNI (LEB)

AMDT 2 09015 (FAA)

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 18**, std. w/ min. climb of 380' per NM to 3800, or 2000-3 for climb in visual conditions. **Rwy 25**, std. w/ min. climb of 380' per NM to 3100, or 2000-3 for climb in visual conditions. **Rwy 36**, std. w/ min. climb of 350' per NM to 1800, or 2000-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 7**, climb heading 075° to 1900 before proceeding on course. **Rwy 18**, climb heading 184° to 3100 before proceeding on course. **Rwy 25**, climb heading 255° to 3100 before proceeding on course. **Rwy 36**, climb heading 004° to 1800 before proceeding on course. **Rwys 7, 18, 25, 36**, - for climb in visual conditions: cross Lebanon Muni airport at or above 2500 before proceeding on course.

NOTE: **Rwy 7**, numerous trees beginning 104' from departure end of runway, 255' right of centerline up to 112' AGL/752' MSL. Pole 505' from departure end of runway, 391' right of centerline, 72' AGL/672' MSL. Bush 426' from departure end of runway, 259' right of centerline, 9' AGL/589' MSL. Multiple trees beginning 13' from departure end of runway, 209' left of centerline, up to 100' AGL/1100' MSL. **Rwy 18**, numerous trees, and obstruction light poles beginning 288' from departure end of runway, 107' right of centerline, up to 100' AGL/784' MSL. Numerous trees and obstruction light poles beginning 433' from departure end of runway, 206' left of centerline, up to 82' AGL/962' MSL. Bush 216' from departure end of runway, 471' right of centerline, 16' AGL/619' MSL. **Rwy 25**, multiple trees beginning 340' from departure end of runway, 400' left of centerline, up to 91' AGL/871' MSL. Tree 382' from departure end of runway, 502' right of centerline, 91' AGL/581' MSL.

**Rwy 36**, multiple trees beginning 243' from departure end of runway, 355' left of centerline, up to 81' AGL/581' MSL. Pole 155' from departure end of runway, 505' left of centerline, 30' AGL/590' MSL. Tree 357' from departure end of runway, 511' right of centerline, 83' AGL/583' MSL.

**LINCOLN, ME**

LINCOLN RGNL

TAKE-OFF MINIMUMS: **Rwy 17**, 800-2. **Rwy 35**, 300-1.**LYNDONVILLE, VT**

CALEDONIA COUNTY

TAKE-OFF MINIMUMS: **Rwy 2**, 500-2.

DEPARTURE PROCEDURE: **Rwy 2**, climb heading 024° to 2500, then climbing right turn via heading 190° and LLX bearing 040° to LLX NDB, then via LLX NDB 220° bearing to 4200 before proceeding on course. **Rwy 20**, climb heading 190°, then climbing left turn on 165° bearing from LLX NDB to 3400 before proceeding on course.

NOTES: **Rwy 2**, multiple trees beginning 795' from departure end of runway, 361' left of centerline, up to 80' AGL/1536' MSL. Terrain 184' from departure end of runway, 533' left of centerline, 1200' MSL. Terrain 346' from departure end of runway, 578' left of centerline, 1220' MSL. Terrain 550' from departure end of runway, 638' left of centerline, 1240' MSL. **Rwy 20**, multiple trees beginning 2' from departure end of runway, 174' right of centerline, up to 80' AGL/1261' MSL. Terrain 470' from departure end of runway, 75' left of centerline, 1200' MSL.

**MACHIAS, ME**

MACHIAS VALLEY

TAKE-OFF MINIMUMS: **Rwy 18**, 400-2 or std. with a min. climb of 350' per NM to 700. **Rwy 36**, 400-2 or std. with a min. climb of 370' per NM to 600.

NOTE: **Rwy 18**, numerous terrain/trees right and left of runway centerline within 8000' from departure end of runway, up to 100' AGL/479' MSL. **Rwy 36**, numerous terrain/trees left and right of runway centerline within 15000' of departure end of runway, up to 100' AGL/439' MSL. Tower 7929' from departure end of runway 883' left of centerline, 85' AGL/403' MSL.

**MANCHESTER, NH**

MANCHESTER (MHT)

AMDT 9 08325 (FAA)

TAKE-OFF MINIMUMS: **Rwy 17**, 300-1½ or std. w/ min. climb of 277' per NM to 600. **Rwy 35**, 300-1½ or std. w/ min. climb of 253' per NM to 500.

DEPARTURE PROCEDURE: **Rwy 6**, climb heading 058° to 1000 before turning right. **Rwy 24**, climb heading 245° to 900 before proceeding on course. **Rwy 35**, climb heading 353° to 1300 before turning left.

NOTE: **Rwy 6**, trees beginning 238' from departure end of runway, 266' left of centerline, up to 108' AGL/308' MSL. Trees beginning 272' from departure end of runway, 378' right of centerline, up to 67' AGL/277' MSL. **Rwy 17**, trees, poles, and buildings beginning 761' from departure end of runway, 4' right of centerline, up to 98' AGL/433' MSL. Sign, pole, trees, and buildings beginning 976' from departure end of runway, 2' left of centerline, up to 108' AGL/457' MSL. **Rwy 24**, trees beginning 810' from departure end of runway, 424' left of centerline, up to 123' AGL/293' MSL. **Rwy 35**, tree and poles beginning 719' from departure end of runway, 558' right of centerline, up to 51' AGL/281' MSL. Pole and trees beginning 891' from departure end of runway, 527' left of centerline, up to 80' AGL/414' MSL.

**MANSFIELD, MA**

MANSFIELD MUNI

TAKE-OFF MINIMUMS: **Rwy 32**, 300-1. **Rwys 4, 22**, NA.

**MARSHFIELD, MA**

MARSHFIELD MUNI-GEORGE HARLOW  
FIELD

TAKE-OFF MINIMUMS: **Rwy 24**, 300-2¾ or std. w/ min. climb of 234' per NM to 400.

NOTE: **Rwy 6**, multiple trees beginning 715' from departure end of runway, 163' left of centerline, up to 60' AGL/69' MSL, boat mast 2608' from departure end of runway on centerline, 125' AGL/125' MSL. **Rwy 24**, multiple trees beginning 221' from departure end of runway, 541' left of centerline, up to 60' AGL/69' MSL, trees beginning 810' from departure end of runway, 26' right of centerline, up to 60' AGL/69' MSL, multiple trees beginning 3077' from departure end of runway, 1022' left of centerline, up to 200' AGL/299' MSL, multiple trees beginning 9899' from departure end of runway, 493' left of centerline, up to 200' AGL/289' MSL, multiple trees beginning 1039' from departure end of runway, 1177' right of centerline, 200' AGL/299' MSL.

**MERIDEN, CT**

MERIDEN MARKHAM MUNI

TAKE-OFF MINIMUMS: **Rwy 18**, 500-3 or std. w/ min. climb of 235' per NM to 1100. **Rwy 36**, std. w/ min. climb of 420' per NM to 1600, or 1500-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 18**, climb heading 176° to 1100 before proceeding on course. **Rwy 36**, climbing left turn heading 320° to 1600 before proceeding on course, or for climb in visual conditions, cross Meriden Markham Municipal at or above 1500 before proceeding on course.

NOTE: **Rwy 18**, 200' AAO 1.9 NM from departure end of runway, 3441' left of centerline, 200' AGL/417' MSL. 200' AAO 1.9 NM from departure end of runway, 3563' left of centerline, 200' AGL/417' MSL. Terrain 50' from departure end of runway, 440' right of centerline, 109' MSL. 200' AAO 1.9 NM from departure end of runway, 3346' left of centerline, 200' AGL/410' MSL. Terrain 122' from departure end of runway, 223' right of centerline, 105' MSL. 200' AAO 2.5 NM from departure end of runway, 1984' left of centerline, 200' AGL/483' MSL. 200' AAO 2.5 NM from departure end of runway, 1889' left of centerline, 200' AGL/489' MSL. Multiple powerlines beginning 500' from departure end of runway, 216' right of centerline, up to 52' AGL/172' MSL. Multiple powerlines beginning 781' from departure end of runway, 192' left of centerline, up to 52' AGL/150' MSL. **Rwy 36**, multiple towers 3 NM from departure end of runway, 2284' right of centerline, up to 1117' AGL/1220' MSL. Multiple terrain/AAO 2.5 NM from departure end of runway, 3748' right of centerline, up to 200' AGL/903' MSL.

**MILLINOCKET, ME**

MILLINOCKET MUNI

TAKE-OFF MINIMUMS: **Rwy 29**, 700-1 or std. with a min. climb of 270' per NM to 1300. **Rwy 34**, 700-1 or std. with a min. climb of 290' per NM to 1300.

**MONTAGUE, MA**

TURNERS FALLS

TAKE-OFF MINIMUMS: **Rwy 16**, 1200-1. **Rwy 34**, 1300-1 or std. with a min. climb rate of 370' per NM to 1900.

**MORRISVILLE, VT**

MORRISVILLE-STOWE STATE

TAKE-OFF MINIMUMS: **Rwy 1**, 2000-2 or std. with a min. climb of 300' per NM to 2400. **Rwy 19**, 2100-3.

DEPARTURE PROCEDURE: **Rwy 1**, climbing right turn direct JRV NDB, continue climb to 2400 via the JRV bearing 050°, then climbing right turn direct to JRV NDB, continue climb in hold (NE, left turns, 230° inbound) to 3500 before proceeding on course. **Rwy 19**, climbing right turn direct JRV NDB and climb in the hold (NE, left turns, 230° inbound) to 3500 before proceeding on course.

NOTE: TAKE-OFF MINIMUMS restricted to CAT A & B aircraft only.

**NANTUCKET, MA**

NANTUCKET MEMORIAL

TAKE-OFF MINIMUMS: **Rwy 12**, 700-1 or std. with a min. climb of 330' per NM to 800.

DEPARTURE PROCEDURE: **Rwys 6, 12, 15, 24, 30, 33**, climb runway heading to 800 before proceeding on course.

NOTE: **Rwy 33**, 70' AGL ant. on building 954' from departure end of runway, 585' right of centerline.

**NASHUA, NH**

BOIRE FIELD

DEPARTURE PROCEDURE: **Rwy 32**, climb heading 319° to 900 before proceeding on course.

NOTE: **Rwy 14**, REIL, multiple poles, and multiple trees beginning 18' from departure end of runway, 60' left of centerline, up to 99' AGL/289' MSL. Pole, REILS, and multiple trees beginning 20' from departure end of runway, 97' right of centerline, up to 89' AGL/283' MSL. **Rwy 32**, multiple trees beginning 340' from departure end of runway, 249' left of centerline, up to 87' AGL/296' MSL. Multiple trees beginning 1694' from departure end of runway, 191' right of centerline, up to 87' AGL/295' MSL.

**NEW BEDFORD, MA**

NEW BEDFORD RGNL

TAKE-OFF MINIMUMS: **Rwy 14**, 300-1 or std. with a min. climb of 280' per NM to 300. **Rwy 32**, 300-1 or std. with a min. climb of 270' per NM to 300.

**NEW HAVEN, CT**

TWEED-NEW HAVEN

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1. **Rwy 14**, 300-1 or std. with a min. climb of 340' per NM until 200. **Rwy 20**, 300-1 or std. with a min. climb of 240' per NM until 100.

**Rwy 32**, 400-1 or std. with a min. climb of 420' per NM until 500.

**NEWPORT, RI**

NEWPORT STATE (UUU)  
AMDT 3 07354 (FAA)

TAKE-OFF MINIMUMS: **Rwy 4**, 300-2½ or std. with a min. climb of 230' per NM to 600, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to departure end of runway. **Rwy 16**, 200-1 or std. w/min. climb of 430' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 4**, climb heading 039° to 1200 before proceeding on course.

NOTE: **Rwy 4**, trees beginning 1.7 NM from departure end of runway, 916' right of centerline, up to 100' AGL/459' MSL. **Rwy 16**, tower 3782' from departure end of runway, 666' right of centerline, 100' AGL/285' MSL, tower 4203' from departure end of runway, 1100' right of centerline, 132' AGL/310' MSL. **Rwy 34**, terrain 102' from departure end of runway, 424' right of centerline, 159' MSL, vehicle on road 726' from departure end of runway, 602' right of centerline.

**NEWPORT, VT**

NEWPORT STATE

TAKE-OFF MINIMUMS: **Rwy 5**, 1000-3 or std. with a min. climb of 500' per NM to 2900. **Rwy 23**, 1000-3 or std. with a min. climb of 410' per NM to 2900.

DEPARTURE PROCEDURE: **Rwy 5**, climb direct EFK NDB. Climb in hold to 5000 before proceeding on course. **Rwys 18, 23**, climb to 1400, then climbing left turn direct EFK NDB to cross EFK NDB at or above 2900. Climb in hold to 5000 before proceeding on course. **Rwy 36**, climb to 1400, then climbing right turn direct EFK NDB. Climb in hold to 5000 before proceeding on course.

**NORRIDGEWOCK, ME**

CENTRAL MAINE AIRPORT OF  
NORRIDGEWOCK

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1. **Rwy 15**, 300-1 or std. with a min. climb rate of 300' until passing 700. **Rwy 21**, 1100-2 or std. with a min. climb rate of 210' until passing 1700.

DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 800 before turning southeast. **Rwy 33**, climbing right turn direct AUG VOR/DME before proceeding on course.

**NORTH KINGSTOWN, RI**

QUONSET STATE

TAKE-OFF MINIMUMS: **Rwy 5**, 300-1 or std. with a min. climb of 320' per NM to 300. **Rwy 16**, 300-1 or std. with a min. climb of 250' per NM to 300.

**NORTHAMPTON, MA**

NORTHAMPTON

TAKE-OFF MINIMUMS: **Rwy 14**, 1300-2. **Rwy 32**, 1700-2 or std. with a min. climb of 330' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 14**, climb runway heading to 1300 before proceeding on course. **Rwy 32**, climb runway heading to 2000 before proceeding on course.

NOTE: **Rwy 14**, 80' AGL trees 7510' from departure end of runway, 2242' right of centerline.

**NORWOOD, MA**

NORWOOD MEMORIAL (OWD)  
AMDT 5 09071 (FAA)

TAKE-OFF MINIMUMS: **Rwy 10**, 300 - 2 ½ or std. w/min. climb of 340' per NM to 400. **Rwy 17**, 300 - 2½ or std. w/min. climb of 220' per NM to 400, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1600' prior to DER. **Rwy 28**, 400 - 2 or std. w/min. climb of 385' per NM to 400. **Rwy 35**, 300 - 2 or std. w/min. climb of 230' per NM to 500, or alternatively, with standard takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 2100' prior to DER.

DEPARTURE PROCEDURE: **Rwy 10**, climb heading 104° to 1100 before turning north. **Rwy 28**, climb heading 284° to 700 before turning north. **Rwy 35**, climb heading 335° to 1900 before turning east.

NOTE: **Rwy 10**, trees and bushes beginning abeam DER, 177' right of centerline, up to 100' AGL/178' MSL. Tree 4488' from DER, 911' right of centerline, up 100' AGL/237' MSL. Tree 5428' from DER, 1946' right of centerline, 100' AGL/267' MSL. Trees beginning abeam DER, 34' left of centerline, up to 100' AGL/149' MSL. Tree 1.90 NM from DER 2124' left of centerline, 100' AGL/346' MSL. **Rwy 17**, trees beginning 42' from DER, 248' left of centerline, up to 78' AGL/126' MSL. Tree 1.2 NM from DER, 2183' left of centerline, 100' AGL/257' MSL. Trees beginning 612' from DER, 155' right of centerline, up to 100' AGL/198' MSL. Tree 1.8 NM from DER, 3301' right of centerline, 100' AGL/346' MSL. **Rwy 28**, trees beginning 594' from DER, 41' left of centerline, up to 70' AGL/188' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Stack, spire, rod on stack, light, antenna, and power poles beginning 202' from DER, 211' left of centerline, up to 99' AGL/335' MSL. Building 173' from DER, 514' left of centerline, 30' AGL/79' MSL. Vehicle on highway 1499' from DER, 877' left of centerline, 17' AGL/105' MSL. Spire, pole, antenna on tank, and antenna on spire beginning 1225' from DER, 301' right of centerline, up to 70' AGL/335' MSL. Vehicle on highway 1,316' from DER, 459' right of centerline, 17' AGL/85' MSL. Building 1016' from DER 59' right of centerline, 30' AGL/89' MSL. Tower 4466' from DER, 238' right of centerline, 157' AGL/262' MSL. Tree 1.7 NM from DER, 673' right of centerline, 100' AGL/365' MSL. Trees 549' from DER, 49' right of centerline, up to 70' AGL/188' MSL. **Rwy 35**, trees beginning 647' from DER, 36' left of centerline, up to 74' AGL/133' MSL. Tree 1.4 NM from DER, 2382' left of centerline, up to 100' AGL/306' MSL. Tree 1.7 NM from DER, 2657' left of centerline, up to 100' AGL/316' MSL. Buildings 1994' from DER, 1031' left of centerline, up to 70' AGL/129' MSL. Trees beginning 694' from DER, 60' right of centerline, up to 73' AGL/125' MSL. Poles beginning 5686' from DER, 769' right of centerline, up to 148' AGL/216' MSL.





**OLD TOWN, ME****DEWITT FIELD OLD TOWN MUNI**

NOTE: **Rwy 4**, trees beginning 61' from departure end of runway, 337' right of centerline, up to 80' AGL/239' MSL. Trees beginning 281' from departure end of runway 363' left of centerline, up to 80' AGL/199' MSL.

**Rwy 12**, trees beginning 338' from departure end of runway, 33' right of centerline, up to 80' AGL/259' MSL.

**Rwy 22**, trees beginning 223' from departure end of runway, 296' left of centerline, up to 80' AGL/239' MSL. Trees beginning 514' from departure end of runway, 184' right of centerline, up to 80' AGL/209' MSL. **Rwy 30**, trees beginning 952' from departure end of runway, 55' left of centerline, up to 80' AGL/199' MSL.

**ORANGE, MA****ORANGE MUNI**

TAKE-OFF MINIMUMS: **Rwys 1, 14, 19, 32**, 800-1.

DEPARTURE PROCEDURE: Depart over the airport at 1300, climb to 3500 direct GDM VOR/DME, depart GDM VOR/DME at assigned enroute altitude.

**OXFORD, CT****WATERBURY-OXFORD**

TAKE-OFF MINIMUMS: **Rwy 36**, 300-1 or std. w/a min. climb of 240' per NM to 1000, alternatively, w/ std. takeoff minimums and a normal 200'/NM climb gradient, takeoff must occur no later than 1900' prior to departure end of runway.

NOTE: **Rwy 18**, multiple trees and transmission towers beginning 510' from departure end of runway, 595' left of centerline, up to 100' AGL/777' MSL. Tree 2157' from departure end of runway, 154' from centerline, up to 100' AGL/735' MSL. **Rwy 36**, multiple trees and terrain beginning 464' from departure end of runway, 535' from centerline, up to 100' AGL/881' MSL. Tree 54' from departure end of runway, 450' left of centerline, up to 100' AGL/736' MSL. Tree 618' from departure end of runway, 369' left of centerline, up to 100' AGL/745' MSL.

**OXFORD, ME****OXFORD COUNTY RGNL**

TAKE-OFF MINIMUMS: **Rwy 15**, 600-3 or 1800-2½ for climb in visual conditions. **Rwy 33**, std. w/ min. climb of 475' per NM to 2000, or 1800-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 15**, climb heading 149° to 1300 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course. **Rwy 33**, climb heading 329° to 2000 before proceeding on course or for climb in visual conditions cross Oxford County Rgnl Airport at or above 2000 before proceeding on course.

NOTE: **Rwy 15**, multiple trees beginning 3607' from departure end of runway, 572' left of centerline, up to 100' AGL/679' MSL. Multiple assumed obstacles beginning 1.7 NM from departure end of runway, 1478' left of centerline, up to 200' AGL/849' MSL. **Rwy 33**, multiple trees beginning 4121' from departure end of runway, 70' left of centerline, up to 100' AGL/499' MSL. Multiple trees beginning 5446' from departure end of runway, 239' right of centerline, up to 100' AGL/719' MSL. Multiple assumed obstacles beginning 1.6 NM from departure end of runway, 393' right of centerline, up to 200' AGL/1079' MSL.

**PAWTUCKET, RI****NORTH CENTRAL STATE (SFZ)****AMDT 3 09127 (FAA)**

NOTE: **Rwy 5**, tree 105' from DER, 233' right of centerline, 15' AGL/434' MSL. Wind sock 2' from DER, 233' right of centerline, 15' AGL/426' MSL. Bush 41' from DER, 250' left of centerline, 14' AGL/428' MSL. Tree 470' from DER, 294' left of centerline, 14' AGL/433' MSL. **Rwy 15**, trees beginning 149' from DER, 218' left of centerline, up to 99' AGL/500' MSL. Multiple trees beginning 70' from DER, 129' right of centerline, up to 99' AGL/593' MSL. **Rwy 23**, multiple trees beginning 145' from DER, 252' left of centerline, up to 30' AGL/449' MSL. **Rwy 33**, multiple trees beginning 24' from DER, 120' right of centerline, up to 69' AGL/494' MSL. Multiple trees beginning 142' from DER, 41' left of centerline, up to 69' AGL/464' MSL.

**PITTSFIELD, MA****PITTSFIELD MUNI**

TAKE-OFF MINIMUMS: **Rwys 14, 32**, NA.

**Rwy 8**, 1100-2 or std. with a min. climb of 270' per NM to 2500. **Rwy 26**, 800-2 or std. with a min. climb of 360' per NM to 2100.

DEPARTURE PROCEDURE: **Rwy 8**, climb runway heading to 2000, then climbing right turn via CTR R-331 to 3000 before proceeding on course.

**Rwy 26**, climb runway heading to 2400 before proceeding on course.

NOTE: **Rwy 8**, 120' AGL tree 370' from departure end of runway, 533' right of centerline.

**PITTSFIELD, ME****PITTSFIELD MUNI**

TAKE-OFF MINIMUMS: **Rwys 1, 19**, 300-1.

**PLYMOUTH, MA****PLYMOUTH MUNI**

TAKE-OFF MINIMUMS: **Rwy 6**, 300-1 or std. with a min. climb of 390' per NM to 500. **Rwys 15, 300-1**. **Rwy 24**, 300-1 or std. with a min. climb of 220' per NM to 400.

**Rwy 33**, 300-1 or std. with a min. climb of 210' per NM to 400.

DEPARTURE PROCEDURE: **Rwy 6**, climb runway heading to 900 before proceeding on course.

## PORTLAND, ME

PORTLAND INTL JETPORT (PWM)  
AMDT 4 08157 (FAA)

TAKE-OFF MINIMUMS: **Rwy 11**, 200-1¼ or std. w/ min. climb of 270' per NM to 400. **Rwy 36**, 400-2¾ or std. w/ min. climb of 265' per NM to 700.

NOTE: **Rwy 11**, trees beginning 6012' from departure end of runway, 2043' left of centerline, up to 100' AGL/248' MSL. Trees beginning 225' from departure end of runway, 540' right of centerline, up to 100' AGL/139' MSL. **Rwy 18**, towers 960' from departure end of runway, 666' right of centerline, up to 86' AGL/152' MSL. Building 1156' from departure end of runway, 758' right of centerline, 70' AGL/121' MSL. Trees beginning 149' from departure end of runway, 309' right of centerline, up to 100' AGL/130' MSL. Trees beginning 1227' from departure end of runway, 404' left of centerline, up to 60' AGL/101' MSL. **Rwy 29**, trees beginning 2294' from departure end of runway, 833' left of centerline, up to 100' AGL/200' MSL. Trees beginning 3000' from departure end of runway, 1195' right of centerline, up to 100' AGL/178' MSL. **Rwy 36**, towers beginning 2.1 NM from departure end of runway, 1368' right of centerline, up to 360' AGL/481' MSL. Trees beginning 22' from departure end of runway, 494' left of centerline, up to 100' AGL/111' MSL. Trees beginning 1280' from departure end of runway, 831' right of centerline, up to 100' AGL/128' MSL. Vehicles on road, light poles, fence and building 20' from departure end of runway, 423' left of centerline, up to 50' AGL/81' MSL.

## PORTSMOUTH, NH

PORTSMOUTH INTERNATIONAL AT PEASE  
DEPARTURE PROCEDURE: **Rwy 16**, use PEASE DEPARTURE.

NOTE: **Rwy 34**, building 519' from departure end of runway, 439' right of centerline, 15' AGL/115' MSL, trees beginning 2752' from departure end of runway, 1090' right of centerline, up to 90' AGL/170' MSL.

## PRESQUE ISLE, ME

NORTHERN MAINE RGNL AIRPORT AT  
PRESQUE ISLE

TAKE-OFF MINIMUMS: **Rwy 1**, 300-1 or std. with a min. climb of 360' per NM to 900. **Rwy 10**, 300-1 or std. with a min. climb of 250' per NM to 900. **Rwy 19**, 800-1 or std. with a min. climb of 230' per NM to 1600.

DEPARTURE PROCEDURE: **Rwy 1**, climb runway heading to 1200 before proceeding on course. **Rwy 10**, climb runway heading to 1700 before proceeding on course.

## PRINCETON, ME

PRINCETON MUNI

DEPARTURE PROCEDURE: **Rwy 24**, climbing right turn direct PNN VOR/DME before proceeding on course.

## PROVIDENCE, RI

THEODORE FRANCIS GREEN STATE

TAKE-OFF MINIMUMS: **Rwy 34**, std. w/ a min. climb of 269' per NM to 500, or 300-2 w/ a min. climb of 250' per NM to 1200, or 1000-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 34**, for climb in visual conditions: cross Theodore Francis Green State Airport at or above 900 MSL before proceeding on course.

NOTE: **Rwy 5**, multiple trees beginning 1272' from departure end of runway, 506' left of centerline, up to 50' AGL/109' MSL. Multiple trees beginning 1541' from departure end of runway, 738' right of centerline, up to 73' AGL/123' MSL. **Rwy 16**, multiple trees beginning 85' from departure end of runway, 98' right of centerline, up to 36' AGL/105' MSL. Multiple trees beginning 364' from departure end of runway, 127' left of centerline, up to 68' AGL/112' MSL. Multiple light poles beginning 2797' from departure end of runway, 914' right of centerline, up to 66' AGL/110' MSL. Antenna 3890' from departure end of runway, 1352' right of centerline, 91' AGL/151' MSL. Tower 3931' from departure end of runway, 1377' right of centerline, 77' AGL/137' MSL. **Rwy 34**, vent 105' from departure end of runway, 310' right of centerline, 47' AGL/76' MSL. Blast fence 211' from departure end of runway, 209' left of centerline, 7' AGL/61' MSL. Pole 312' from departure end of runway, 279' right of centerline, 20' AGL/80' MSL. Multiple trees beginning 352' from departure end of runway, 484' right of centerline, up to 79' AGL/136' MSL. Obstruction light 400' from departure end of runway, 189' left of centerline, 15' AGL/74' MSL. Vent 546' from departure end of runway, 518' left of centerline, 26' AGL/85' MSL. Multiple poles beginning 593' from departure end of runway, 245' left of centerline, up to 68' AGL/97' MSL. Multiple trees beginning 1233' from departure end of runway, 112' left of centerline, up to 79' AGL/132' MSL. Light 710' from departure end of runway, 617' left of centerline, 24' AGL/93' MSL. Tower 9063' from departure end of runway, 2916' right of centerline, 255' AGL/310' MSL.

## PROVINCETOWN, MA

PROVINCETOWN MUNI

NOTE: **Rwy 7**, trees beginning 133' from departure end of runway, 118' right of centerline up to 33' AGL/37' MSL. Trees beginning 165' from departure end of runway, 89' left of centerline up to 33' AGL/47' MSL. **Rwy 25**, bush 376' from departure end of runway, 575' right of centerline, 12' AGL/21' MSL.

## RANGELEY, ME

RANGELEY LAKE SEAPLANE BASE

TAKE-OFF MINIMUMS: **Rwy 6**, NA. **Rwy 24**, 800-2 or std. with a min. climb of 280' per NM to 2500.

DEPARTURE PROCEDURE: **Rwy 6**, NA. **Rwy 24**, climb to 2800 via the 274° bearing to RQM NDB. Climb in RQM NDB holding to 4000 before proceeding on course.

## STEVEN A. BEAN MUNI

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 600-2.

DEPARTURE PROCEDURE: **Rwy 14**, climbing right turn direct RQM NDB to cross at or above 4000 before proceeding on course. **Rwy 32**, climbing left turn direct RQM NDB to cross at or above 4000 before proceeding on course.





# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

09295

## ROCHESTER, NH

### SKYHAVEN

DEPARTURE PROCEDURE: **Rwy 33**, climb runway heading to 800, then climbing left turn to 3000 via heading 270° and CON VORTAC R-095 before proceeding on course.

## ROCKLAND, ME

### KNOX COUNTY RGNL

TAKE-OFF MINIMUMS: **Rwy 3**, 300-1 or std. with a min. climb of 270' per NM to 2000, or 1100-2½ for climb in visual conditions. **Rwy 31**, std. with a min. climb of 300' per NM to 1300, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwys 3, 31**, for climb in visual conditions: cross Knox County Rgnl at or above 1000' MSL before proceeding on course.

NOTE: **Rwy 3**, multiple trees, bushes, obstruction lights and towers beginning 108' from departure end of runway 433' left of centerline, up to 146' AGL/206' MSL. **Rwy 13**, multiple trees, antennas, and light poles beginning 475' from departure end of runway, 548' left of centerline, up to 80' AGL/155' MSL. **Rwy 21**, multiple trees beginning 284' from departure end of runway, 255' left of centerline, up to 65' AGL/110' MSL. **Rwy 31**, multiple trees beginning 2025' from departure end of runway, 895' right of centerline, up to 74' AGL/115' MSL.

## RUTLAND, VT

### RUTLAND-SOUTHERN VERMONT RGNL (RUT)

#### AMDT 3 09211 (FAA)

TAKE-OFF MINIMUMS: **Rwy 1**, std. w/ min. climb of 439' per NM to 2800, or 3600-3 for climb in visual conditions.

**Rwy 13**, NA-obstacles. **Rwy 19**, std. w/ min. climb of 470' per NM to 3300, or 3600-3 for climb in visual conditions.

**Rwy 31**, std. w/ min. climb of 420' per NM to 4500, or 3600-3 for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 1**, climb via 013° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

**Rwy 19**, climb heading 194° to 1400, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course. **Rwy 31**, climb heading 329° to 1600, then climbing right turn via 025° course to DYO NDB, cross DYO NDB at or above 6000, if not at 6000, depart DYO NDB on bearing 325° to 6000 before proceeding on course. For climb in visual conditions: cross Rutland-Southern Vermont Rgnl airport at or above 4300 before proceeding on course.

NOTE: **Rwy 1**, tree 46' from DER, 417' left of centerline, 80' AGL/829' MSL. Tree 79' from DER, 424' right of centerline, 80' AGL/805' MSL. **Rwy 19**, trees beginning 391' from DER, 178' left of centerline, up to 80' AGL/864' MSL. Trees beginning 166' from DER, 303' right of centerline, up to 80' AGL/843' MSL. **Rwy 31**, tree 357' from DER, 400' left of centerline, 80' AGL/843' MSL. Road 334' from DER, 94' left of centerline, 20' AGL/799' MSL. Tree 885' from DER, 201' right of centerline, 80' AGL/818' MSL. Tree 891' from DER, 403' right of centerline, 80' AGL/827' MSL.

## SANFORD, ME

### SANFORD RGNL

TAKE-OFF MINIMUMS: **Rwys 25, 32**, 300-1.

DEPARTURE PROCEDURE: **Rwy 25**, climb straight ahead to 1600 before proceeding on course.

**Rwy 32**, climbing right turn to heading 045° to 1600 before proceeding on course.

NOTE: **Rwy 7**, trees beginning 449' from departure end of runway, 250' right of centerline, up to 66' AGL/299' MSL. Trees beginning 83' from departure end of runway, 90' left of centerline, up to 64' AGL/298' MSL.

## SOUTHBRIDGE, MA

### SOUTHBRIDGE MUNI

TAKE-OFF MINIMUMS: **Rwy 2**, 300-1 or std. with a min. climb of 260' per NM until passing 1000.

**Rwys 10, 28** NA.

## SPRINGFIELD, VT

### HARTNESS STATE (SPRINGFIELD)

TAKE-OFF MINIMUMS: **Rwys 5, 11, 29**, NA. **Rwy 23**, 900-3 or std. with a min. climb of 362' per NM to 1700.

DEPARTURE PROCEDURE: **Rwy 23**, climb direct to SXD NDB, climb in SXD NDB holding pattern (SW, right turns, 050° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 23**, numerous trees 863' from departure end of runway, 340' right of centerline, 80' AGL/642' MSL. Trees 1618' from departure end of runway, 900' right of centerline, 80' AGL/658' MSL. Trees 2.4 NM from departure end of runway, 3600' left of centerline, 80' AGL/1262' MSL.

## STOW, MA

### MINUTE MAN AIRFIELD

TAKE-OFF MINIMUMS: **Rwy 21**, 300-1 or std. with a min. climb of 390' per NM to 600. **Rwy 3**, 300-1. **Rwys 12, 30**, NA

DEPARTURE PROCEDURE: **Rwy 21**, climb runway heading to 2000 before proceeding on course.

## TAUNTON, MA

### TAUNTON MUNI-KING FIELD (TAN)

#### AMDT 2 08045 (FAA)

TAKE-OFF MINIMUMS: **Rwys 4, 22**, NA-Turf runway.

**Rwy 12**, 200-1½ or standard with minimum climb of 362' per NM to 300. **Rwy 30**, 200-1 or std. w/ min climb of 291' per NM to 300.

NOTE: **Rwy 12**, Trees and terrain beginning 61' from departure end of runway, 128' right of centerline, up to 80' AGL/229' MSL. Trees and terrain beginning 93' from departure end of runway, 204' left of centerline, up to 80' AGL/159' MSL. **Rwy 30**, Terrain beginning 147' from departure end of runway, 284' right of centerline, 43' MSL. Trees and terrain beginning 1044' from departure end of runway, 320' left of centerline, up to 80' AGL/199' MSL.

09295



# TAKE-OFF MINIMUMS AND (OBSTACLE) DEPARTURE PROCEDURES

## VINEYARD HAVEN, MA

### MARTHAS VINEYARD

NOTE: **Rwy 6**, multiple trees beginning 627' from departure end of runway, 652' left of centerline up to 40' AGL/100' MSL. Terrain 143' from departure end of runway, 305' left of centerline, 0' AGL/69' MSL. Tree 1142' from departure end of runway, 747' right of centerline, 58' AGL/98' MSL. **Rwy 15**, light pole 411' from departure end of runway, 475' right of centerline, 47' AGL/97' MSL. Multiple trees beginning 276' from departure end of runway, 385' left of centerline, up to 37' AGL/97' MSL. Multiple trees beginning 411' from departure end of runway, 475' right of centerline, up to 37' AGL/97' MSL. **Rwy 24**, multiple antennas on buildings beginning 486' from departure end of runway, 265' left of centerline, up to 50' AGL/75' MSL. Multiple trees beginning 761' from departure end of runway, 210' left of centerline, up to 24' AGL/84' MSL. Multiple trees beginning 710' from departure end of runway, 402' right of centerline, up to 47' AGL/107' MSL. Terrain beginning 7' from departure end of runway, 459' right of centerline, up to 0' AGL/59' MSL. **Rwy 33**, bush 67' from departure end of runway, 242' right of centerline, 16' AGL/76' MSL. Multiple trees beginning 36' from departure end of runway, 498' left of centerline, up to 47' AGL/107' MSL. Multiple trees beginning 159' from departure end of runway, 347' right of centerline, up to 37' AGL/97' MSL. Terrain beginning 6' from departure end of runway, 111' right of centerline, up to 0' AGL/73' MSL.

## WATERVILLE, ME

### WATERVILLE ROBERT LAFLEUR

TAKE-OFF MINIMUMS: **Rwys 14, 32**, 300-1.

## WEST DOVER, VT

### MOUNT SNOW

TAKE-OFF MINIMUMS: **Rwy 1**, std. with a min. climb of 492' per NM to 6000, or 2200-3 for climb in visual conditions. **Rwy 19**, std. with a min. climb of 236' per NM to 5000, or 2200-3 for climb in visual conditions. DEPARTURE PROCEDURE: **Rwy 1**, climb via VWD NDB 352° bearing to 6000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. **Rwy 19**, climb via VWD NDB 191° bearing to 5000 before proceeding on course. For climb in visual conditions: Maintain 180 knots or less in climb, cross Mount Snow Airport at or above 4500. NOTE: **Rwy 1**, brush 200' from departure end of runway, 70' left and right of centerline, 20' AGL/1970' MSL; multiple trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2040' MSL; trees 2813' from departure end of runway, 594' right of centerline, 90' AGL/2156' MSL; trees 2140' from departure end of runway, 326' right of centerline, 90' AGL/2131' MSL; trees 2776' from departure end of runway, 210' right of centerline, 90' AGL/2137' MSL; trees 560' from departure end of runway, 578' right of centerline, 90' AGL/2078' MSL; trees 3351' from departure end of runway, 1056' left of centerline, 90' AGL/2137' MSL. **Rwy 19**, brush 200' from departure end of runway, 100' left and right of centerline, 20' AGL/1968' MSL, trees 1200' from departure end of runway, left and right of centerline, 90' AGL/2038' MSL.

## WESTERLY, RI

### WESTERLY STATE

TAKE-OFF MINIMUMS: **Rwy 25**, 300-1 or std. with a min. climb of 466' per NM to 400. **Rwy 32**, 300-1 or std. with a min. climb of 218' per NM to 300. DEPARTURE PROCEDURE: **All Runways**, climb runway heading to 500 before proceeding on course. NOTE: **Rwy 14**, multiple trees from 20 to 1300' from departure end of runway, 10 to 500' left/right of centerline, ranging from 110 to 173' MSL. **Rwy 25**, multiple trees from 4180 to 6600' from departure end of runway, 10 to 500' left/right of centerline, ranging from 92 to 150' MSL. Water tower 2950' from departure end of runway, 1040' left of centerline, 120' AGL/252' MSL. **Rwy 32**, multiple trees from 30 to 1750' from departure end of runway, 10 to 500' left/right of centerline, ranging from 91 to 155' MSL.

## WESTFIELD, MA

### BARNES MUNI

TAKE-OFF MINIMUMS: **Rwy 15**, 300-2 or std. with a min. climb of 260' per NM to 700. **Rwy 33**, 1200-3 or std. with a min. climb of 250' per NM to 1700. DEPARTURE PROCEDURE: **Rwy 2**, climb runway heading to 1700 before proceeding on course. **Rwy 15**, climb runway heading to 1400 before proceeding on course. **Rwy 20**, climb runway heading to 2200 before proceeding on course. **Rwy 33**, climb runway heading to 1500 before proceeding on course.

## WESTOVER ARB/METROPOLITAN, (KCEF)

### SPRINGFIELD/CHICOPEE, MA

..... Rwy 5, 900-3\*  
03191 ..... Rwy 33, 1400-3\*\*  
\* Or standard with minimum climb of 250/NM to 900.  
\*\* Or standard with minimum climb of 320/NM to 1400.  
RWY 15: 307' tree 1013' from departure end of RWY, 526' left of extended centerline, 294' tree 1268' from departure end of RWY, 619' left of extended centerline, 317' tree 1340' from departure end of RWY, 686' left of extended centerline, 318' tree 1686' from departure end of RWY, 911' left of extended centerline, 305' tree 1911' from departure end of RWY, 832' left of extended centerline, 321' tree 2104' from departure end of RWY, 942' left of extended centerline, 329' tree 2959' from departure end of RWY, 1277' left of extended centerline, 334' tree 3236' from departure end of RWY, 1278' left of extended centerline, 343' tree 3515' from departure end of RWY, 1287' left of extended centerline, 310' tree 2421' from departure end of RWY, 1062' left of extended centerline, 323' tree 2695' from departure end of RWY, 369' right of extended centerline, 321' tree 2796' from departure end of RWY, 608' right of extended centerline, 321' tree 2945' from departure end of RWY, 909' right of extended centerline, 335' tree 3567' from departure end of RWY, 1320' left of extended centerline. RWY 23: 296' tree 1191' from departure end of RWY, 726' left of extended centerline; 289' tree 1704' from departure end of RWY, 202' right of extended centerline; 291' tree 1737' from departure end of RWY, 205' left of extended centerline.

**WHITEFIELD, NH****MOUNT WASHINGTON RGNL**

TAKE-OFF MINIMUMS: **Rwy 10**, 3300-3 or std. with a min. climb of 390' per NM to 4900. **Rwy 28**, 2700-3 or std. with a min. climb of 330' per NM to 4400.

DEPARTURE PROCEDURE: **Rwy 10**, climb runway heading to 2200, then climbing left turn direct GMA NDB. Cross GMA NDB at or above 5000 before proceeding on course. **Rwy 28**, climb direct GMA NDB, climb in holding pattern (W, right turns, 104° inbound) to 5000 before proceeding on course.

NOTE: **Rwy 10**, 67' AGL trees 194' from departure end of runway, 494' left of centerline 67' AGL/1130' MSL. **Rwy 28**, 65' AGL trees 294' from departure end of runway, 517' right of centerline 65' AGL/1096' MSL.

**WILLIMANTIC, CT****WINDHAM (IJD)****AMDT 5 08297 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 9**, std. w/ min. climb of 340' per NM to 1100, or 1100-2½ for climb in visual conditions. **Rwy 18**, 300-2 or std. w/ min. climb of 408' per NM to 700. **Rwy 27**, 400-2 or std. w/ min. climb of 290' per NM to 700. **Rwy 36**, std. w/ min. climb of 401' per NM to 1100, or 1100-2½ for climb in visual conditions.

DEPARTURE PROCEDURE: **Rwy 9**, climb heading 089° to 700 before proceeding on course, or for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course. **Rwy 18**, climb heading 170° to 1200 before turning right. **Rwy 27**, climb heading 269° to 800 before proceeding on course. **Rwy 36**, for climb in visual conditions cross Windham Airport at or above 1200 before proceeding on course.

NOTE: **Rwy 9**, trees beginning 50' from departure end of runway, 118' right of centerline, up to 80' AGL/669' MSL. Pole and trees beginning 284' from departure end of runway, 12' left of centerline, up to 86' AGL/529' MSL. Fence 119' from departure end of runway, 207' left of centerline, 6' AGL/246' MSL. **Rwy 18**, trees beginning 49' from departure end of runway, 16' right of centerline, up to 80' AGL/402' MSL. Trees beginning 317' from departure end of runway, 47' left of centerline, up to 80' AGL/529' MSL. Bush 248' from departure end of runway, 93' left of centerline, 14' AGL/261' MSL. Light standard 415' from departure end of runway, 149' left of centerline 32' AGL/279' MSL. **Rwy 27**, obstacle light on antenna and trees beginning 45' from departure end of runway, 46' left of centerline, up to 99' AGL/299' MSL. Trees beginning 193' from departure end of runway, 230' right of centerline, up to 80' AGL/549' MSL. Obstruction light on localizer, 83' from departure end of runway, on centerline, 8' AGL/247' MSL. **Rwy 36**, trees beginning 150' from departure end of runway, 155' right of centerline, up to 80' AGL/339' MSL. Trees beginning 195' from departure end of runway, 24' left of centerline, up to 80' AGL/559' MSL.

**WINDSOR LOCKS, CT****BRADLEY INTL (BDL)****AMDT 2 08045 (FAA)**

TAKE-OFF MINIMUMS: **Rwy 33**, 700-3 or std. w/ min. climb of 326' per NM to 1000.

DEPARTURE PROCEDURE: **Rwy 1**, Climb heading 013° to 1000 before proceeding on course. **Rwy 33**, Climb heading 328° to 1000 before proceeding on course.

NOTES: **Rwy 1**, Trees beginning 887' from departure end of runway, 493' left of centerline, up to 100' AGL/239' MSL. Trees beginning 1846' from departure end of runway, on centerline, up to 100' AGL/265' MSL. **Rwy 6**, Trees beginning 21' from departure end of runway, 464' left of centerline, up to 100' AGL/184' MSL. Trees beginning 1335' from departure end of runway, on centerline, up to 100' AGL/289' MSL. **Rwy 15**, Vehicle on road 453' from departure end of runway, 615' left of centerline, 15' AGL/186' MSL. Trees beginning 2341' from departure end of runway, 767' right of centerline, up to 76' AGL/244' MSL. Vehicle on road 409' from departure end of runway, 591' left of centerline, 15' AGL/186' MSL. Trees beginning 1520' from departure end of runway, 429' right of centerline, up to 77' AGL/219' MSL. **Rwy 19**, Aircraft 1843' from departure end of runway, 223' right of centerline, 40' AGL/269' MSL. Light pole 2843' from departure end of runway, 223' right of centerline, up to 88' AGL/222' MSL. **Rwy 24**, obstruction light fence 1240' from departure end of runway, 784' left of centerline, 50' AGL/215' MSL. Trees beginning 3389' from departure end of runway, 599' left of centerline, up to 100' AGL/267' MSL. Trees beginning 2346' from departure end of runway, 489' right of centerline, up to 70' AGL/273' MSL. **Rwy 33**, Trees beginning 1590' from departure end of runway, on centerline up to 100' AGL/256' MSL. Obstruction light tower 2.4 NM from departure end of runway, 3534' left of centerline 117' AGL/774' MSL. Trees beginning 1618' from departure end of runway, 580' right of centerline, up to 100' AGL/252' MSL. Trees beginning 3125' from departure end of runway, 308' right of centerline, up to 100' AGL/256' MSL.

**WISCASSET, ME****WISCASSET**

TAKE-OFF MINIMUMS: **Rwy 7**, 300-1 or std. with a min. climb of 240' per NM to 600.

**WORCESTER, MA****WORCESTER RGNL**

TAKE-OFF MINIMUMS: **Rwy 29**, 300-2 or std. with a min. climb of 250' per NM to 1300. **Rwy 33**, 700-2 or std. with a min. climb of 320' per NM to 2000.

DEPARTURE PROCEDURE: **Rwy 29**, climb runway heading to 1300 before proceeding on course. **Rwy 33**, climb runway heading to 2000 before proceeding on course.

D

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0° E

NORTH

GENERAL  
AVIATION  
PARKING

FIRE STATION

TWR  
88

88

88

<sup>116</sup>Δ

## ADMINISTRATION AND TERMINAL

GENERAL AVIATION  
PARKING

SOUTH —  
RAMP

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

RWY 6-24  
S30, D106, ST135  
RWY 11-29  
S30, D108, ST137

NE-1. 22 OCT 2009 to 19 NOV 2009

73° 08.0'W

73° 07.5'W

73° 07.0'W

ATIS 119.15  
BRIDGEPORT GND CON  
121.9 257.8  
BRIDGEPORT TOWER\*  
120.9 (CTAF) 257.8  
NEW YORK DEP CON  
124.075 343.65

GAYEL  
N41°24.40'  
W74°21.43'  
L-33-34, H-10-12

GREKI  
N41°28.80'  
W73°18.85'  
L-33-34, H-10-12

SOARS  
N41°30.70'  
W73°16.30'  
L-33-34

HAAYS  
N41°19.20'  
W74°28.03'  
L-33-34

NEION  
N41°13.69'  
W74°34.85'  
L-33-34, H-10-12

COATE  
N41°08.17'  
W74°41.71'  
L-33-34, H-10-12

ELIOT  
N40°49.11'  
W75°07.81'  
L-33-34, H-10-12

PARKE  
N40°40.99'  
W75°04.59'  
L-33-34, H-10-12

BROADWAY  
114.2 BWZ  
Chan 89  
N40°47.91'-W74°49.31'  
L-33-34, H-10-12

BRIDGEPORT  
108.8 BDR  
Chan 25  
N41°09.64'  
W73°07.47'  
L-33-34, H-10-12

MADISON  
110.4 MAD  
Chan 41  
N41°18.83'  
W72°41.53'  
L-33-34 H-10-12

BEADS  
N40°44.08'  
W72°32.57'  
L-34

LANNA  
N40°33.58'  
W75°01.66'  
L-33-34, H-10-12

DIRPE  
N40°28.38'  
W74°59.62'  
L-33-34

BIGGY  
N40°25.18'  
W74°58.36'  
L-33-34, H-10-12

SOLBERG  
112.9 SBJ  
Chan 76  
N40°34.98'-W74°44.51'  
L-33-34, H-10-12

DEER PARK  
117.7 DPK  
Chan 124  
N40°47.51'  
W73°18.22'  
L-33-34, H-10-12

KENNEDY  
115.9 JFK  
Chan 106  
N40°37.97'-W73°46.28'  
L-33-34, H-10-12

WHITE  
N40°00.41'  
W74°15.08'  
L-34, H-10-12

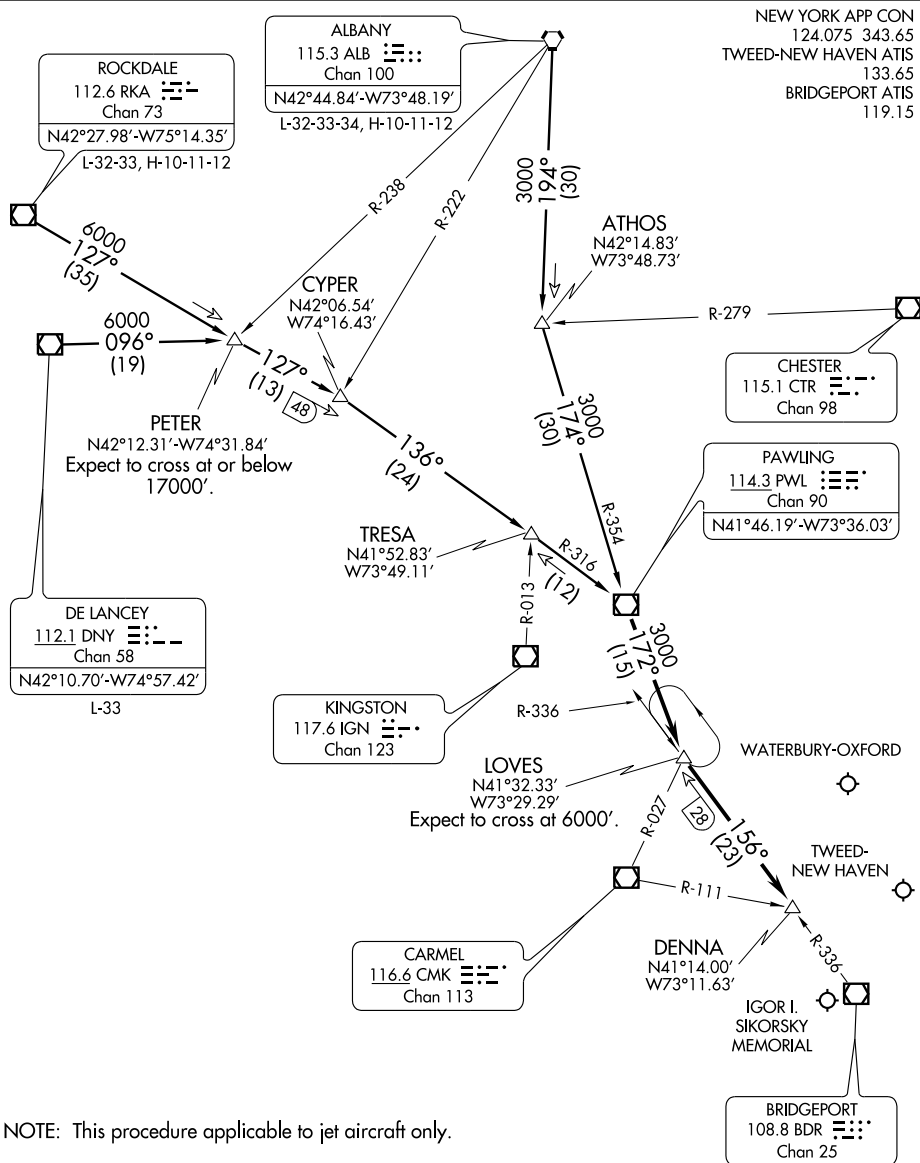
NOTE: Chart not to scale.

NOTE: BEADS departures expect vectors to MAD R-182.

NOTE: COATE departures expect vectors to SAX/SAX R-311.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF ALL RUNWAYS:** Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.



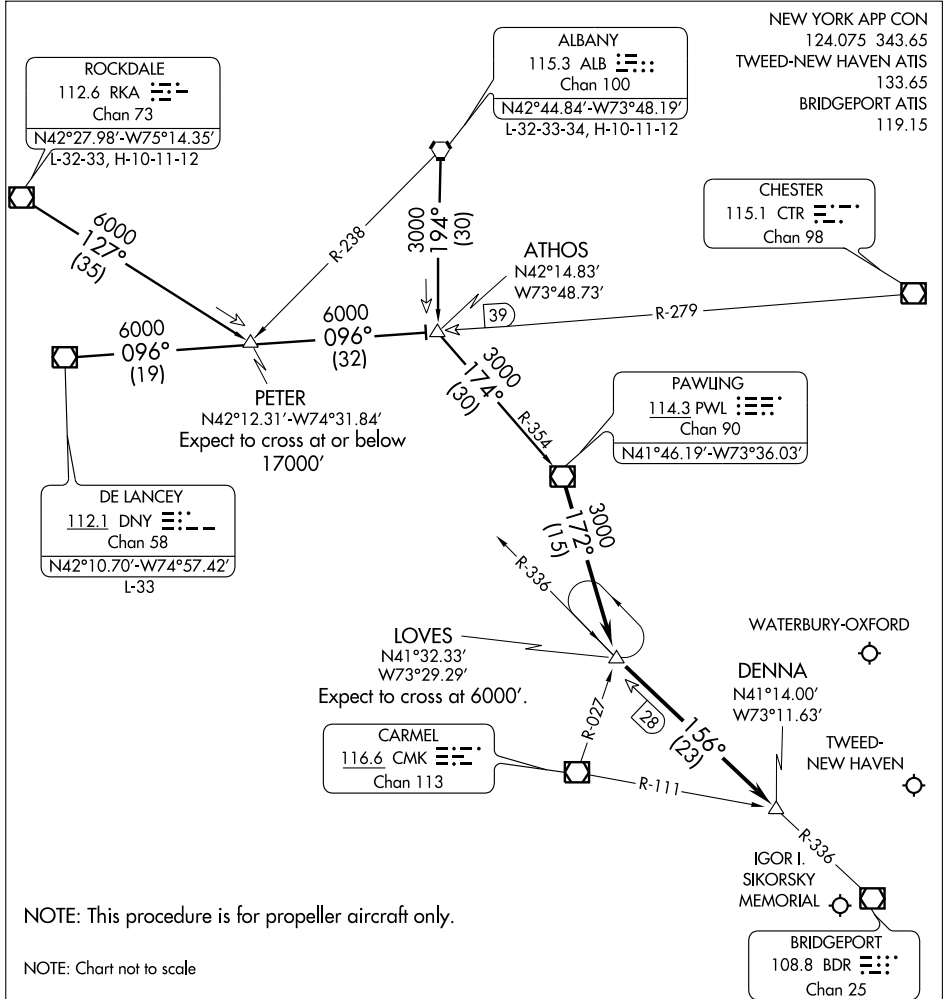
## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSITION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.



NOTE: This procedure is for propeller aircraft only.

NOTE: Chart not to scale

**ALBANY TRANSITION (ALB.DENNA2):** From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

**DELANCEY TRANSITION (DNY.DENNA2):** From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

**ROCKDALE TRANSITION (RKA.DENNA2):** From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....

....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

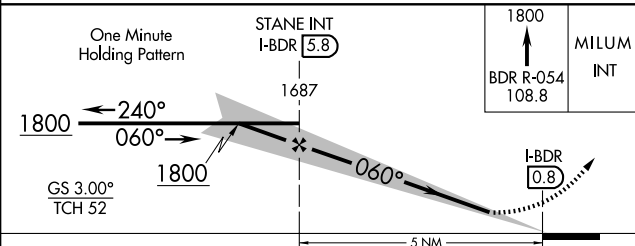
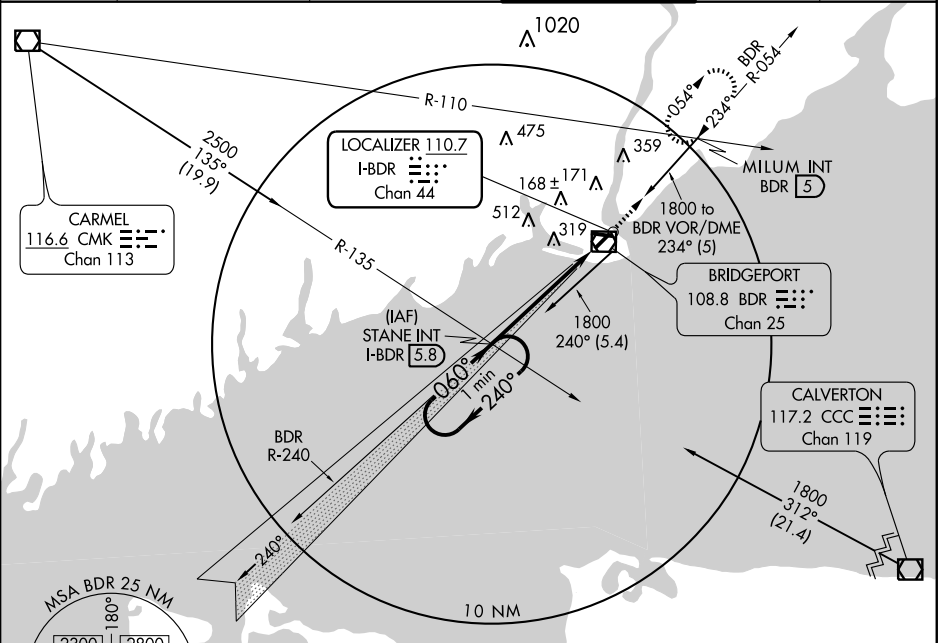


LOC/DME I-BDR	APP CRS	Rwy Idg	4677
110.7	060°	TDZE	7
Chan 44		Apt Elev	10

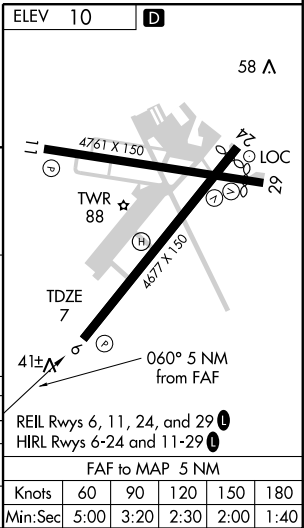
ILS RWY 6

BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

<div><div>▼</div><div>▲</div></div>		MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int and hold.			
ATIS	NEW YORK APP CON	BRIDGEPORT RADIO	BRIDGEPORT TOWER★	GND CON	CLNC DEL
119.15	124.075 343.65	122.2	120.9 (CTAF) 257.8	121.9 257.8	121.75



CATEGORY	A	B	C	D
S-ILS 6		307 - 1	300 (300-1)	
S-LOC 6		380-1	373 (400-1)	380-1½ 373 (400-1½)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)



APP CRS  
060°

Rwy Idg	<b>4677</b>
TDZE	<b>7</b>
Apt Elev	<b>10</b>

## RNAV (GPS) RWY 6

BRIDGEPORT/IGOR I. SIKORSKY MEMORIAL (BDR)



**A NA**

GPS or RNP-0.3 required.  
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climb to 1800  
direct MILUM WP and hold.

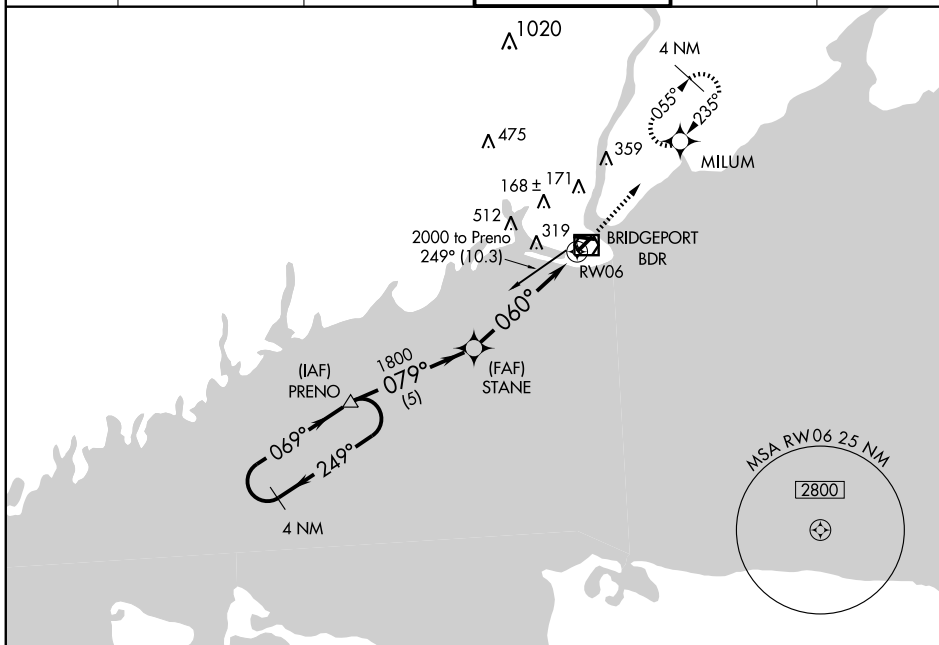
ATIS  
119-15

NEW YORK APP CON  
124-075 343-65

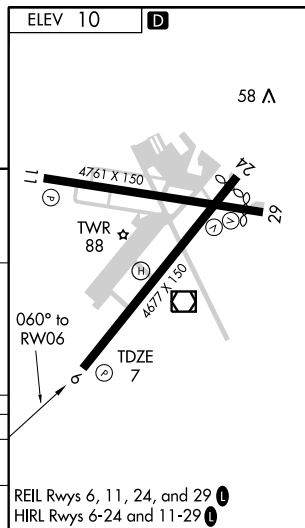
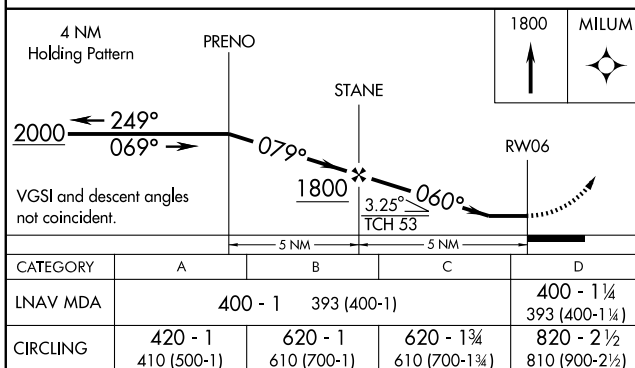
BRIDGEPORT RADIO  
122.2

BRIDGEPORT TOWER★  
120.9 (CTAF) 257.8

GND CON  
121.9 257.8

CLNC DEL  
121.75

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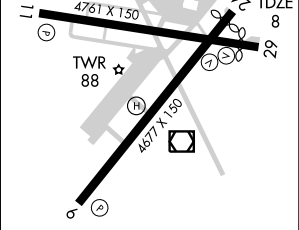
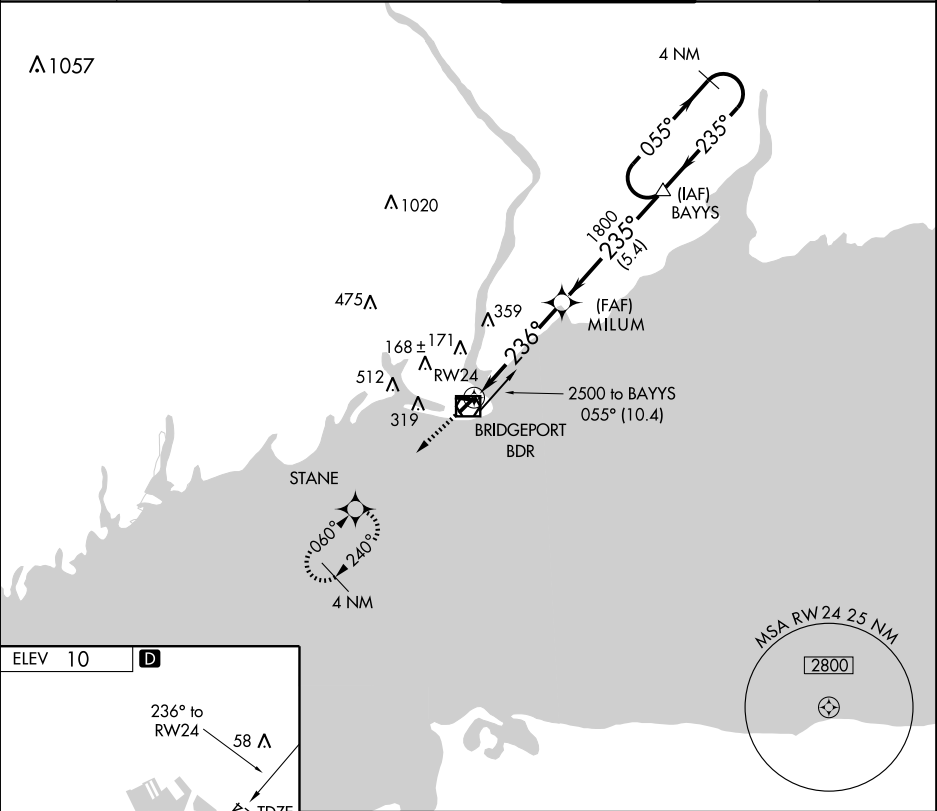




APP CRS	Rwy Idg	4358
236°	TDZE	8
	Apt Elev	10

RNAV (GPS) RWY 24

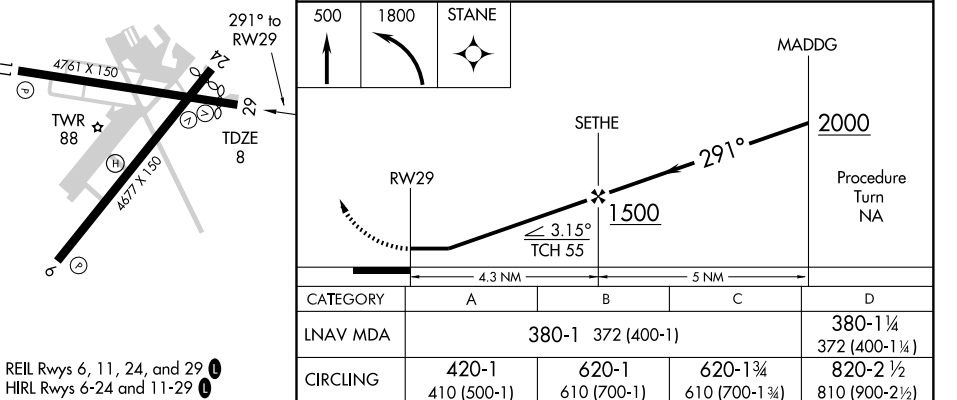
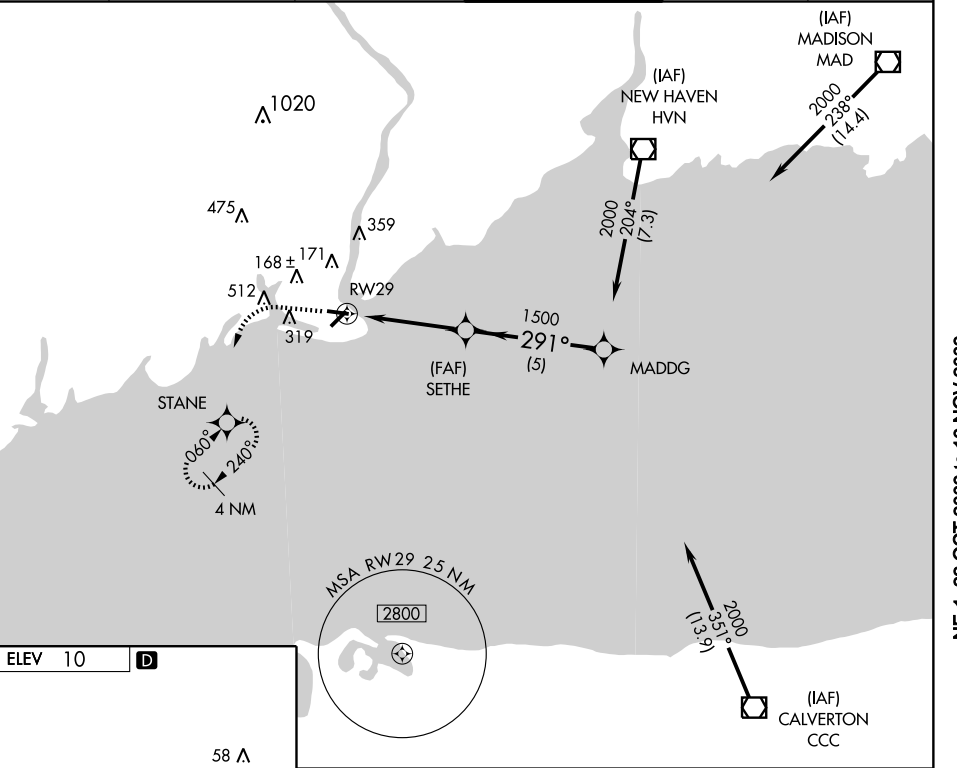
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

<div><div></div><div>NA</div></div> <div>GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.</div>		MISSED APPROACH: Climb to 1800 direct STANE WP and hold.			
ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT RADIO 122.2	BRIDGEPORT TOWER* 120.9 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.75



REIL Rwys 6, 11, 24, and 29  HIRL Rwys 6-24 and 11-29 		4.7 NM		5.4 NM					
		CATEGORY							
		A		B		C		D	
		LNAV MDA		460 - 1		452 (500-1)		460 - 1¼ 452 (500-1¼)	
CIRCLING		460 - 1 450 (500-1)		620 - 1 610 (700-1)		620 - 1¾ 610 (700-1¾)		820 - 2½ 810 (900-2½)	

<div>▼</div> <div>▲ NA</div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climb to 500, then climbing left turn to 1800 direct STANE WP and hold.			
APP CRS 291°	Rwy Idg TDZE Apt Elev 8 10	BRIDGEPORT RADIO 122.2	BRIDGEPORT TOWER★ 120.9 0 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.75

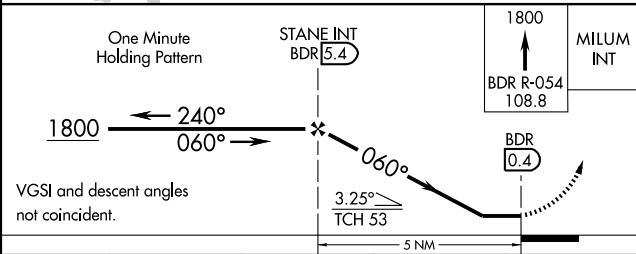
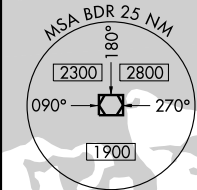
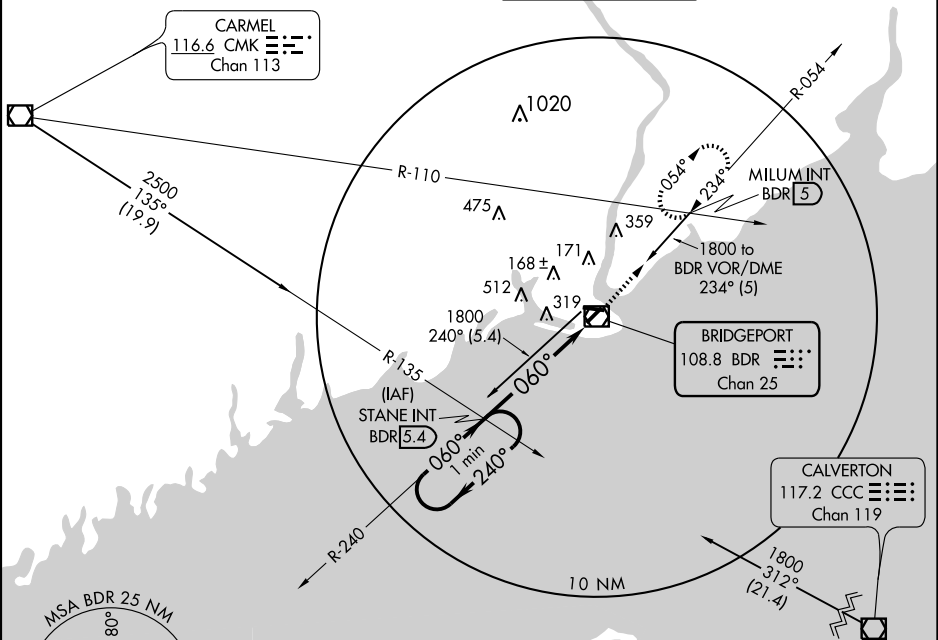


NE-1, 22 OCT 2009 to 19 NOV 2009

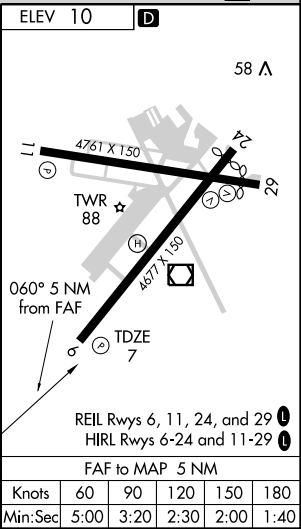
VOR/DME BDR	APP CRS	Rwy Idg	4677
108.8	060°	TDZE	7
Chan 25		Apt Elev	10

MISSED APPROACH: Climb to 1800 via BDR-054 to MILUM Int/BDR 5 DME and hold.

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT RADIO 122.2	BRIDGEPORT TOWER★ 120.9 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.75
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CATEGORY	A	B	C	D
S-6	380-1	373 (400-1)		380-1½ 373 (400-1½)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2½ 810 (900-2½)



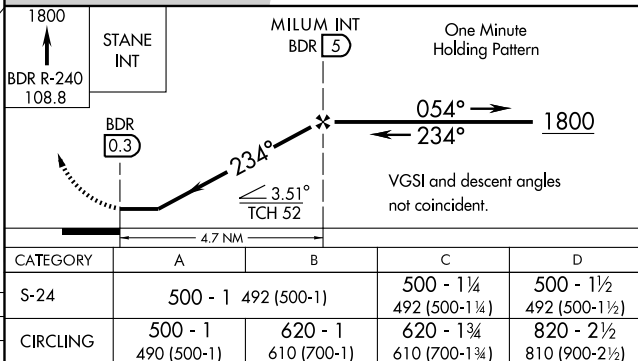
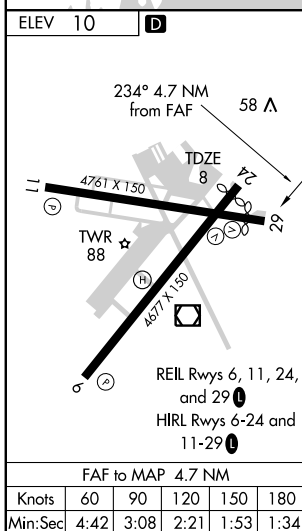
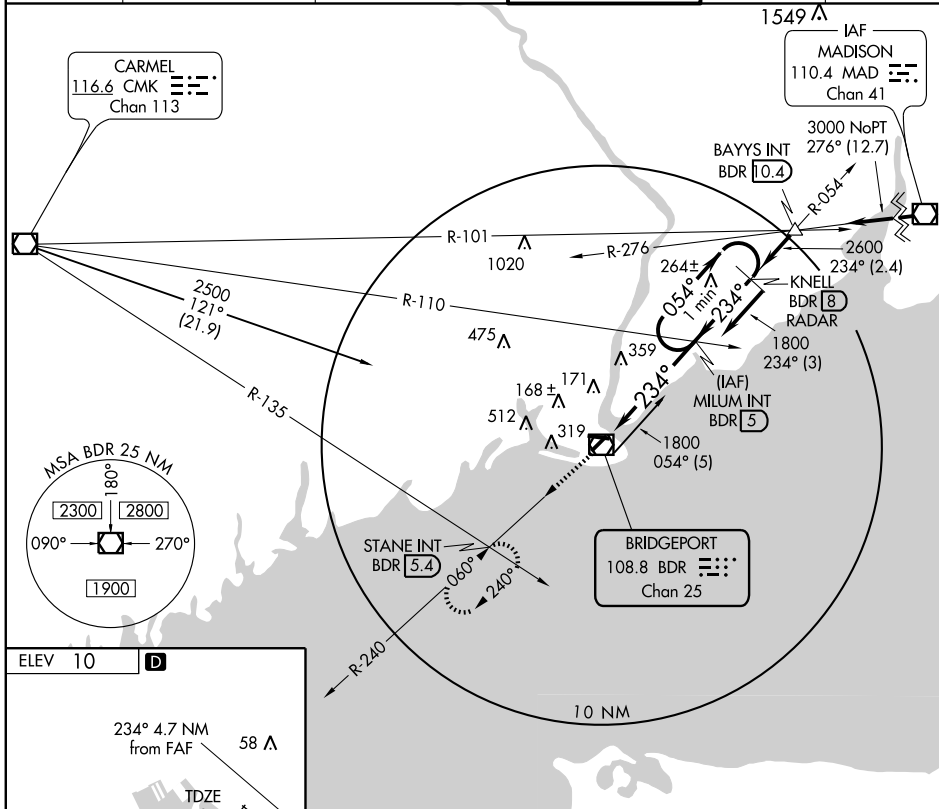
VOR/DME BDR <b>108.8</b> Chan <b>25</b>	APP CRS <b>234°</b>	Rwy Idg <b>4358</b> TDZE <b>8</b> Apt Elev <b>10</b>
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VOR RWY 24  
BRIDGEPORT/ IGOR I. SIKORSKY MEMORIAL (BDR)

T	
A	

**MISSED APPROACH:** Climb to 1800 via BDR R-240 to STANE Int/BDR 5.4 DME and hold.

ATIS <b>119.15</b>	NEW YORK APP CON <b>124.075 343.65</b>	BRIDGEPORT RADIO <b>122.2</b>	BRIDGEPORT TOWER★ <b>120.9 0 (CTAF) 257.8</b>	GND CON <b>121.9 257.8</b>	CLNC DEL <b>121.75</b>
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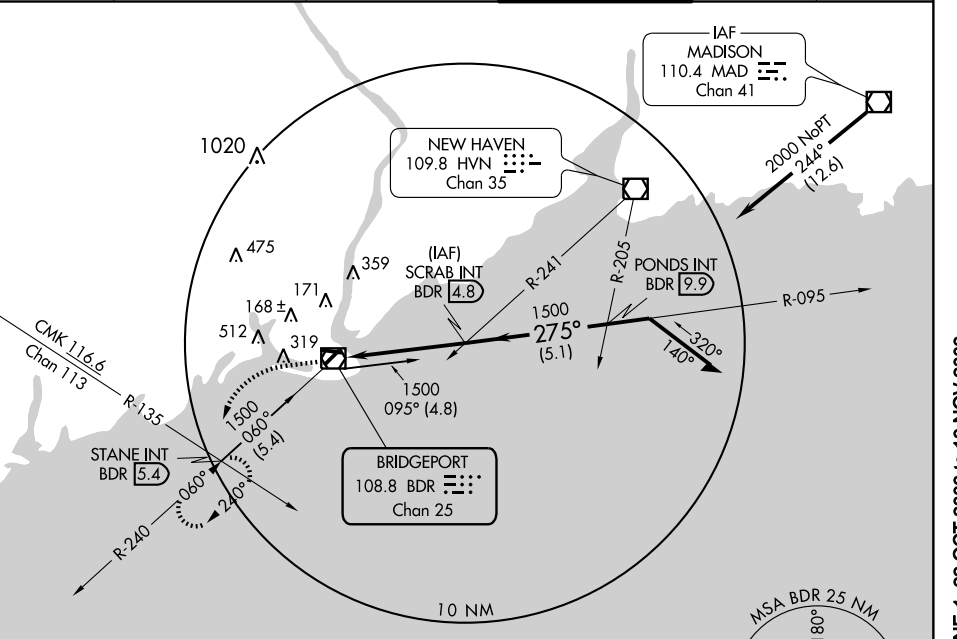


VOR/DME BDR	APP CRS	Rwy Idg
108.8	275°	4397
Chan 25		8
		Apt Elev 10

▼  
▲

MISSED APPROACH: Climb to 500, then climbing left turn to 1800 via BDR R-240 to STANE Int/BDR 5.4 and hold.

ATIS 119.15	NEW YORK APP CON 124.075 343.65	BRIDGEPORT RADIO 122.2	BRIDGEPORT TOWER★ 120.90 (CTAF) 257.8	GND CON 121.9 257.8	CLNC DEL 121.75
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ELEV 10

D

58 A

4761 X 150

4677 X 150

TWR 88

TDZE 8

275° 4.5 NM from FAF

REIL Rwy 6, 11, 24, and 29

HIRL Rwy 6-24 and 11-29

FAF to MAP 4.5 NM

Knots	60	90	120	150	180
Min:Sec	4:30	3:00	2:15	1:48	1:30

500

1800

STANE INT

SCRAB INT BDR 4.8

Remain within 10 NM

095°

275°

1500

≤ 3.02°

TCH 55

4.5 NM

CATEGORY	A	B	C	D
S-29	380-1	372 (400-1)		380-1½ 372 (400-1½)
CIRCLING	420-1 410 (500-1)	620-1 610 (700-1)	620-1¾ 610 (700-1¾)	820-2 ½ 810 (900-2½)

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APP CRS	Rwy Idg	2007
174°	TDZE	416
	Apt Elev	416

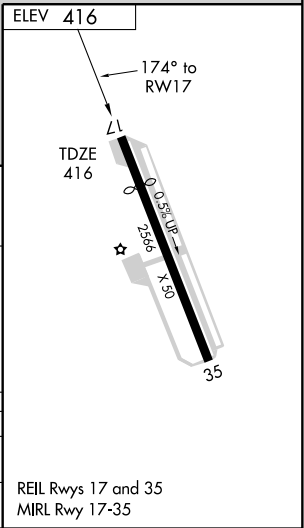
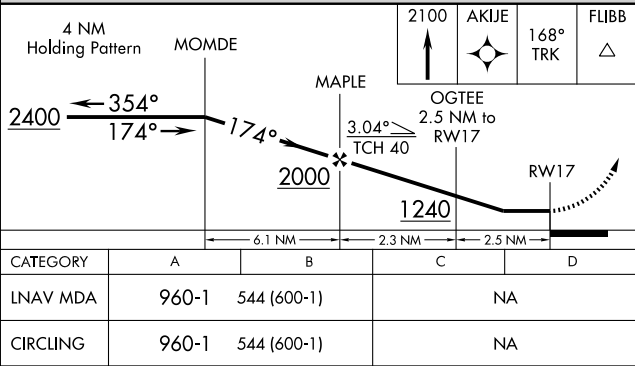
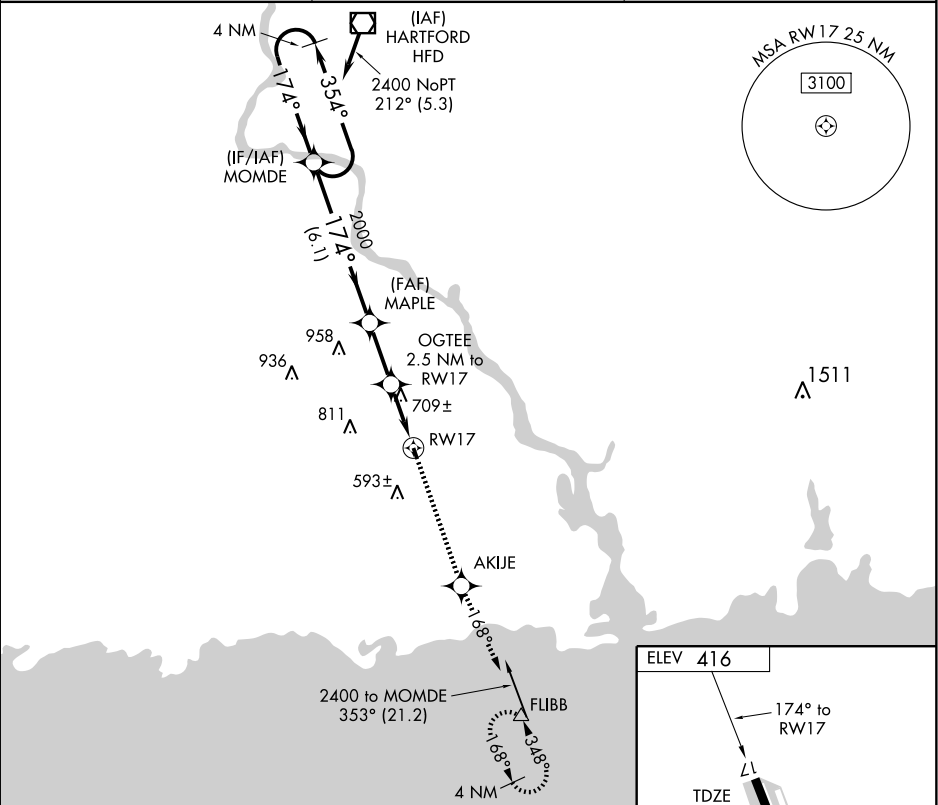
# RNAV (GPS) RWY 17

CHESTER (SNC)

**▲** DME/DME RNP-0.3 NA. Procedure NA at night except by prior arrangement for runway lights.  
Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

**MISSED APPROACH:** Climb to 2100 direct AKIJE and via track 168° to FLIBB and hold.

AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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APP CRS	Rwy Idg	2566
354°	TDZE	416
	Apt Elev	416

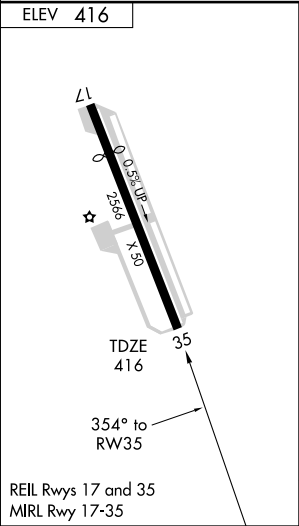
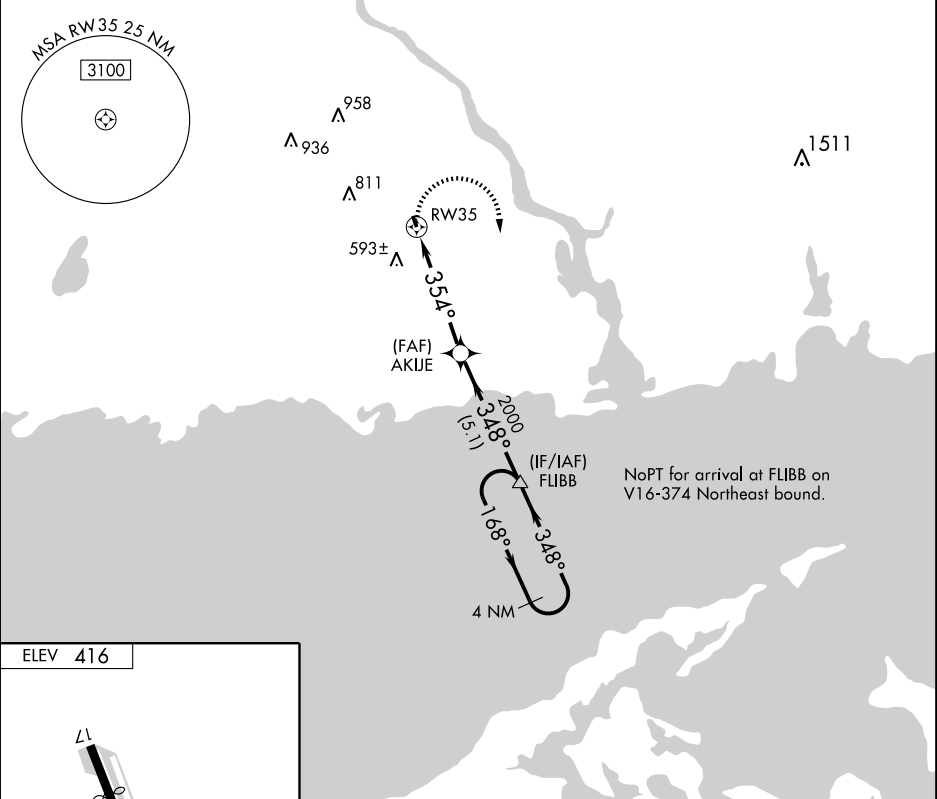
# RNAV (GPS) RWY 35




CHESTER (SNC)

**A** DME/DME RNP 0.3 NA. Procedure NA at night except by prior arrangement for runway lights. Visibility reduction by helicopters NA. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.

MISSED APPROACH: Climbing right turn to 2100 direct FLIBB and hold.

AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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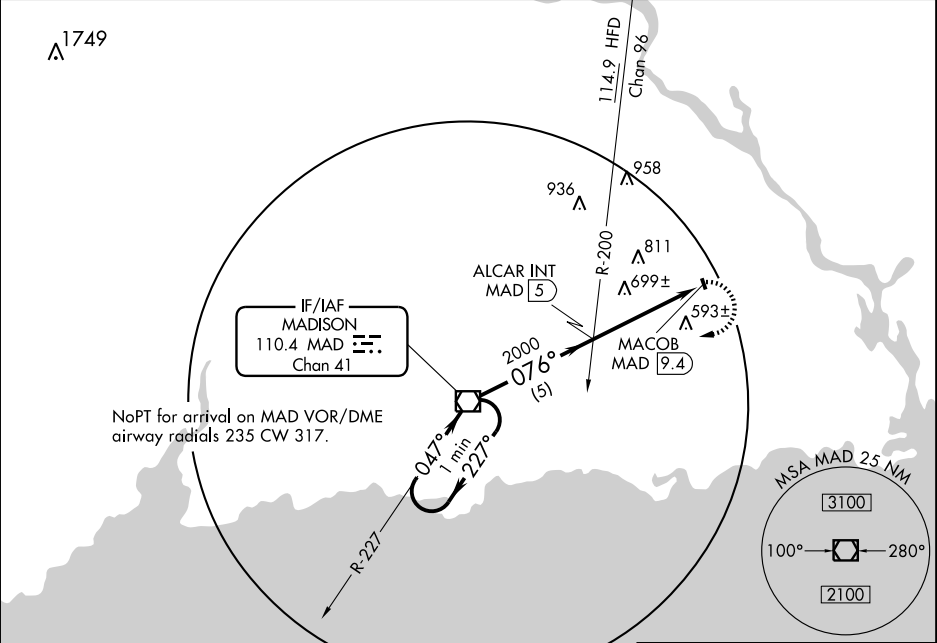
2100	FLIBB	4 NM Holding Pattern		
				
		AKIJE	FLIBB	2100
RW35		$\triangleleft 3.04^\circ$ TCH 40	$348^\circ$	$168^\circ \rightarrow$ $\leftarrow 348^\circ$
		$354^\circ$	<u>2000</u>	
4.8 NM		5.1 NM		
CATEGORY	A	B	C	D
LNAV MDA	820-1	404 (500-1)	NA	
CIRCLING	920-1	504 (600-1)	NA	

VOR/DME MAD	APP CRS	Rwy Idg	N/A
110.4	076°	TDZE	N/A
Chan 41		Apt Elev	416

VOR-A  
CHESTER(SNC)

<div>⚠</div> <div>Procedure NA at night except by prior arrangement for runway lights. When local altimeter setting not received, use Meriden altimeter setting and increase all MDA 100 feet.</div>	MISSED APPROACH: Climbing right turn to 2100 direct MAD VOR/DME and hold.
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AWOS-3 118.325	NEW YORK APP CON 124.075 343.65	UNICOM 122.725 (CTAF)
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One Minute Holding Pattern				ELEV 416	
VOR/DME				2100	MAD
2100				110.4	
227°				076° 4.4 NM from FAF	
047°				REIL Rwys 17 and 35 MIRL Rwy 17-35	
076°				FAF to MAP 4.4 NM	
2000				Knots 60 90 120 150 180	
5 NM				Min:Sec 4:24 2:56 2:12 1:46 1:28	
4.4 NM					
CATEGORY	A	B	C	D	
CIRCLING	960-1	544 (600-1)	NA		



APP CRS <b>084°</b>	Rwy Idg TDZE Apt Elev	<b>4054</b> <b>457</b> <b>458</b>
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# GPS RWY 8

## DANBURY MUNI (DXR)

**T**  
**A** NA Circling not authorized south of Rwy 8-26.

**MISSED APPROACH:** Climbing left turn to 3000 direct ANDLE WP and hold.

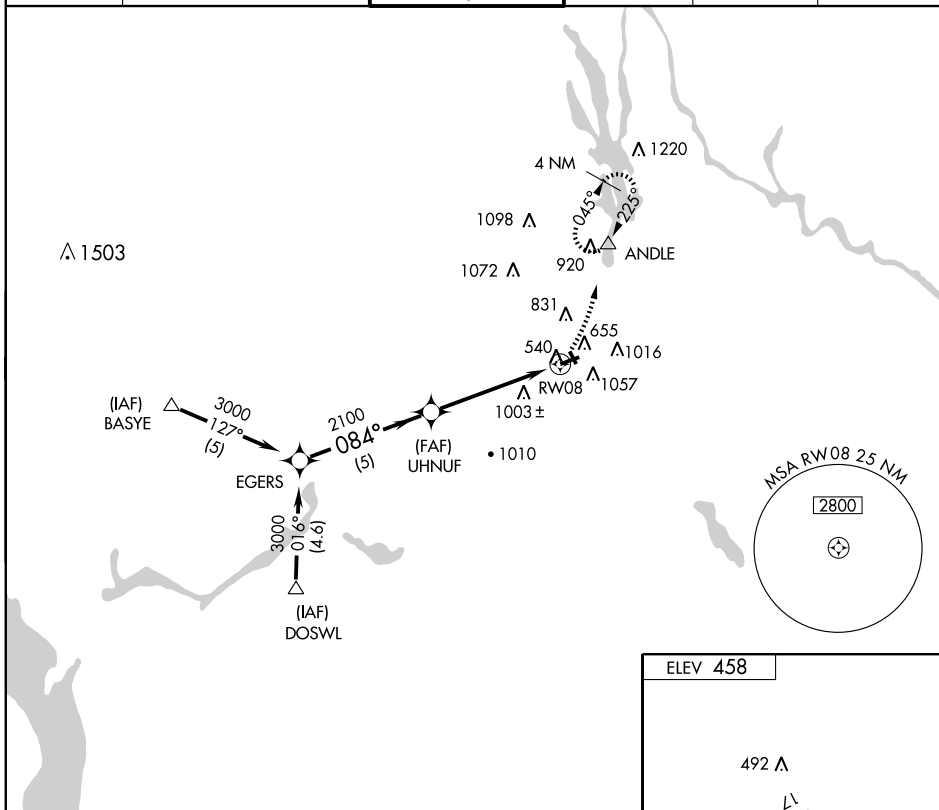
ATIS  
127.75

NEW YORK APP CON  
126.4 257.65

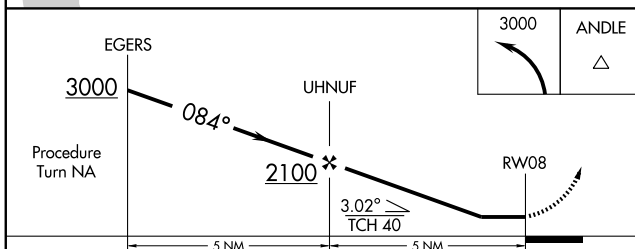
DANBURY TOWER ★  
119.4 L (CTAF)

GND CON  
**121.6**

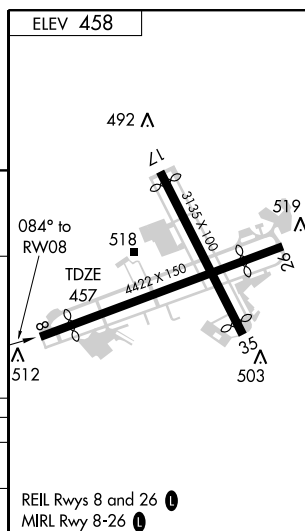
CLNC DE  
**128.6**

UNICOM  
122.95

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CATEGORY	A	B	C	D
S-8	1260-1 803 (900-1)	1260-1¼ 803 (900-1¼)	1260-2¼ 803 (900-2¼)	1260-2½ 803 (900-2½)
CIRCLING	1260-1 802 (900-1)	1260-1¼ 802 (900-1¼)	1260-2¼ 802 (900-2¼)	1260-2½ 802 (900-2½)



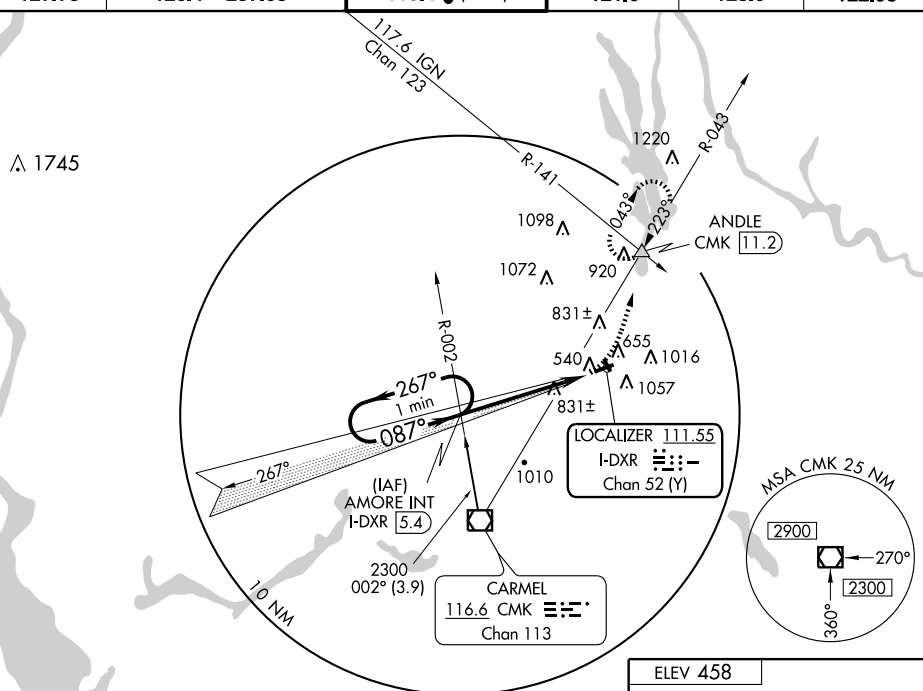
LOC/DME I-DXR <b>111.55</b> Chan <b>52 (Y)</b>	APP CRS <b>087°</b>	Rwy Idg <b>4054</b> TDZE <b>457</b> Apt Elev <b>458</b>
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LOC RWY 8  
DANBURY MUNI (DXR)

**T** Circling NA south of Rwy 8-26.  
**A** If local altimeter setting not received, use Waterbury-Oxford altimeter setting and increase all MDAs 80 feet.

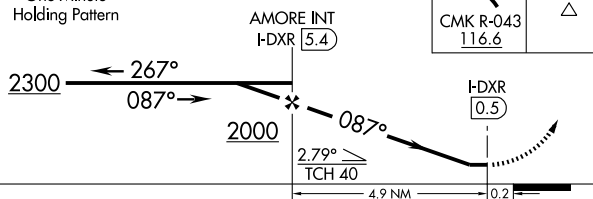
**MISSED APPROACH:** Climbing left turn to 3000 via CMK R-043 to ANDLE Int/CMK 11.2 DME and hold, continue climb-in-hold to 3000.

ATIS	NEW YORK APP CON	DANBURY TOWER ★	GND CON	CLNC DEL	UNICOM
127.75	126.4 257.65	119.4 (CTAF)	121.6	128.6	122.95

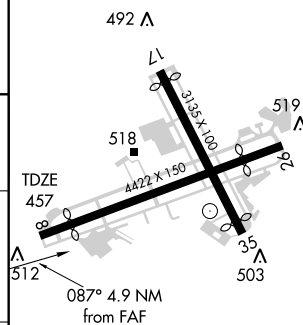


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### One Minute Holding Pattern



ELEV 458

REIL Rwys 8 and 26 **L**  
MIRL Rwy 8-24 **L**

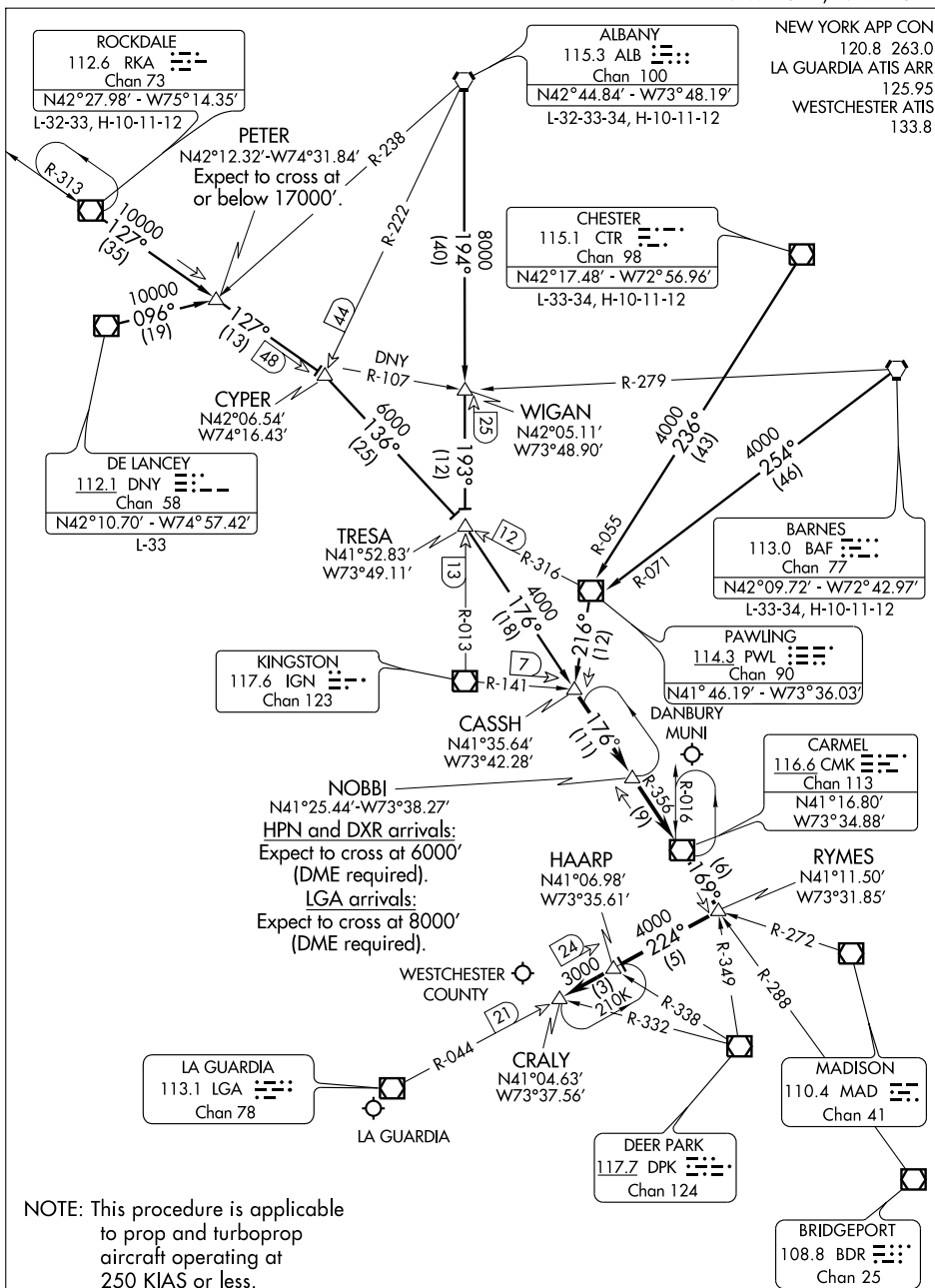
FAF to MAP 4.9 NM

Knots	60	90	120	150	180
Min:Sec	4:54	3:16	2:27	1:58	1:38

CATEGORY	A	B	C	D
S-8	1100-1	643 (700-1)	1100-1 $\frac{3}{4}$ 643 (700-1 $\frac{3}{4}$ )	1100-2 643 (700-2)
CIRCLING	1140-1	682 (700-1)	1220-2 $\frac{1}{4}$ 762 (800-2 $\frac{1}{4}$ )	1220-2 $\frac{1}{2}$ 762 (800-2 $\frac{1}{2}$ )

## NOBBI FIVE ARRIVAL

NEW YORK, NEW YORK



(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL ROUTE DESCRIPTION

ALBANY TRANSITION (ALB.NOBBI5): From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

BARNES TRANSITION (BAF.NOBBI5): From over BAF VORTAC via BAF R-254 and PWL R-071 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

CHESTER TRANSITION (CTR.NOBBI5): From over CTR VOR/DME via CTR R-236 and PWL R-055 to PWL VOR/DME, then via PWL R-216 to CASSH INT. Thence. . . .

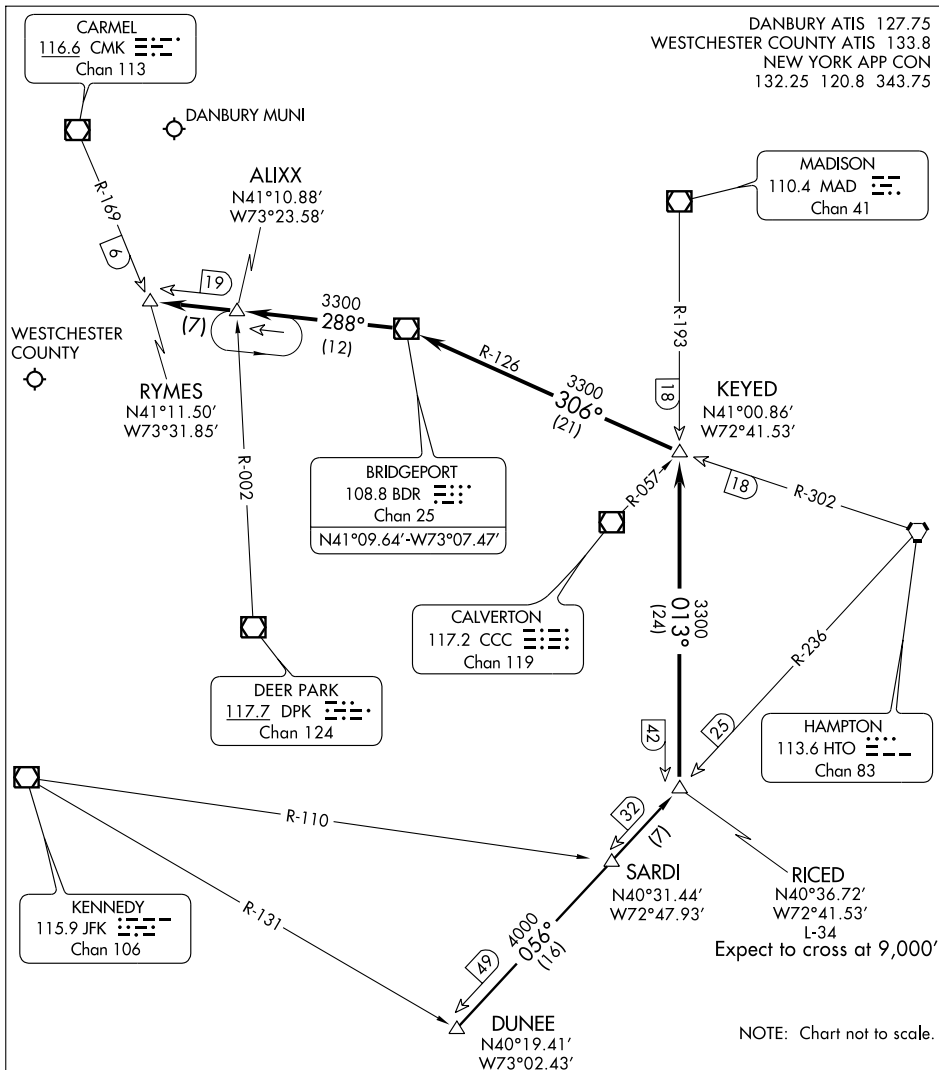
DE LANCEY TRANSITION (DNY.NOBBI5): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

ROCKDALE TRANSITION (RKA.NOBBI5): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to TRESA INT, then via CMK R-356 to CASSH INT. Thence. . . .

. . . .From over CASSH INT via CMK R-356 to CMK VOR/DME, then via CMK R-169 to RYMES INT, then via LGA VOR/DME R-044 to HAARP INT to CRALY INT. Expect radar vectors to final approach course.

## RICED FOUR ARRIVAL (RICED.RICED4)

WHITE PLAINS, NEW YORK

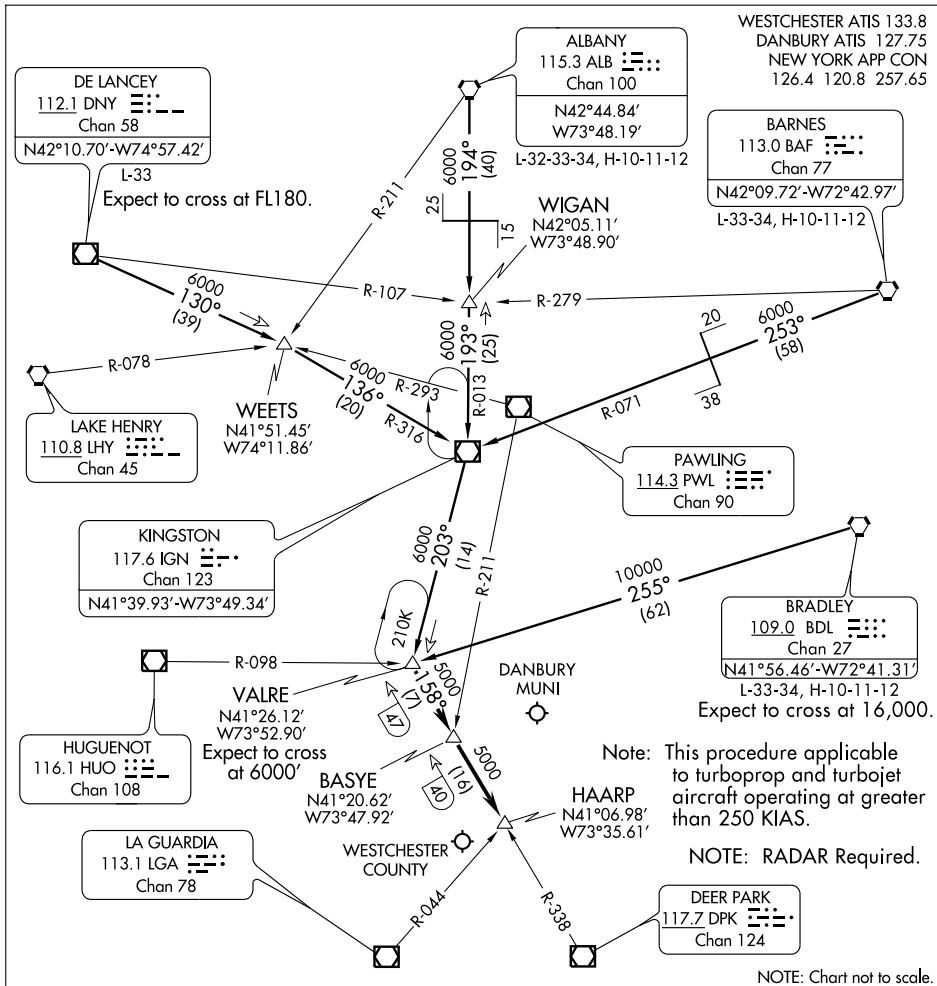


NE-2, 22 OCT 2009 to 19 NOV 2009



## VALRE THREE ARRIVAL

WHITE PLAINS, NEW YORK



## ARRIVAL ROUTE DESCRIPTION

**ALBANY TRANSITION (ALB.VALRE3):** From over ALB VORTAC via ALB R-194 to WIGAN INT, then via IGN R-013 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

**BARNES TRANSITION (BAF.VALRE3):** From over BAF VORTAC via BAF R-253 and IGN R-071 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

**BRADLEY TRANSITION (BDL.VALRE3):** From over BDL VORTAC via BDL R-255 to VALRE INT. Thence. . .

**DE LANCEY TRANSITION (DNY.VALRE3):** From over DNY VOR/DME via DNY R-130 to WEETS INT, then via IGN R-316 to IGN VOR/DME, then via IGN R-203 to VALRE INT. Thence. . .

. . . From over VALRE INT via DPK VOR/DME R-338 to HAARP INT. Expect radar vectors to final approach course.

VOR/DME CMK <b>116.6</b> Chan <b>113</b>	APP CRS <b>051°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>458</b>
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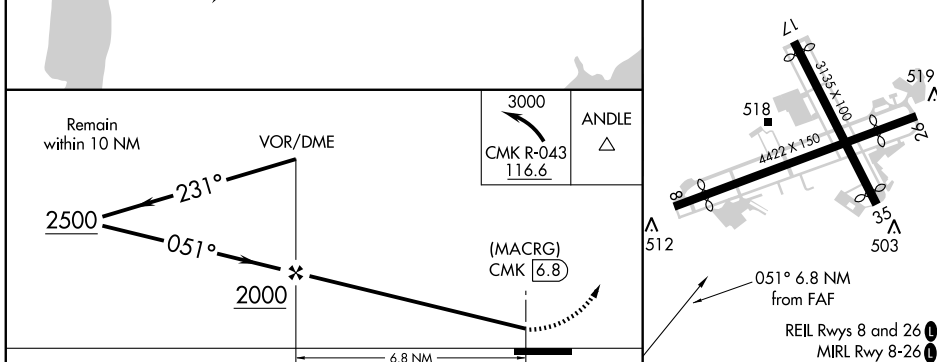
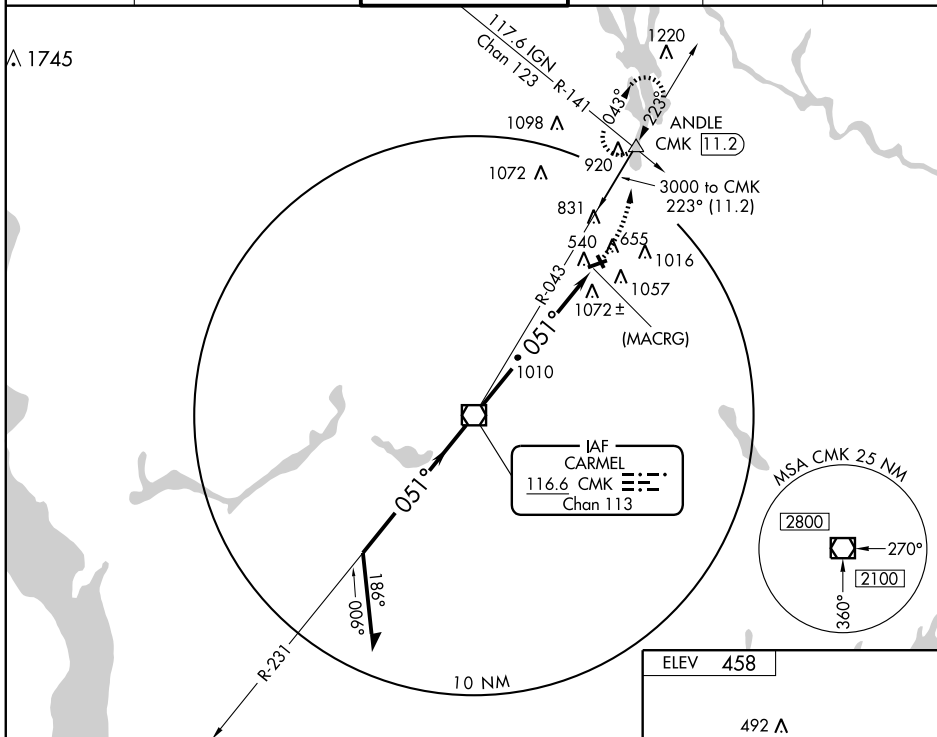
# VOR or GPS-A

## DANBURY MUNI (DXR)

▼  
▲ Circling not authorized south of Rwy 8-26.

MISSED APPROACH: Climbing left turn to 3000 via CMK VOR/DME R-043 to ANDLE Int/CMK 11.2 DME and hold.

ATIS <b>127.75</b>	NEW YORK APP CON <b>126.4 257.65</b>	DANBURY TOWER ★ <b>119.4</b> (CTAF)	GND CON <b>121.6</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.95</b>
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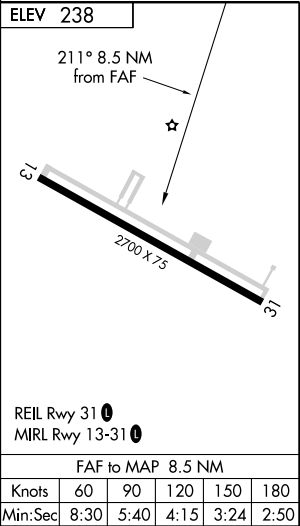
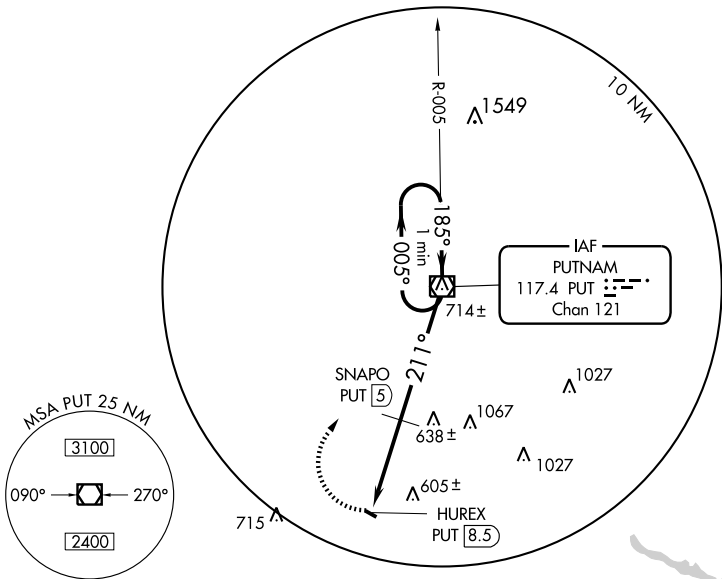
CATEGORY	A	B	C	D	FAF to MAP 6.8 NM					
CIRCLING	1360-1¼	902 (1000-1¼)	1360-2¾ 902 (1000-2¾)	1360-3 902 (1000-3)	Knots	60	90	120	150	180
					Min:Sec	6:48	4:32	3:24	2:43	2:16





VOR/DME PUT <b>117.4</b> Chan <b>121</b>	APP CRS <b>211°</b>	Rwy Idg TDZE Apt Elev <b>N/A</b> <b>N/A</b> <b>238</b>
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Use Willimantic altimeter setting.

MISSED APPROACH: Climbing right turn  
to 2600 direct PUT VOR/DME and hold.

AWOS-3 <b>119.125</b>	WILLIMANTIC ASOS <b>133.675</b>	PROVIDENCE APP CON ★ <b>135.4 244.875</b>	UNICOM <b>123.0</b> (CTAF) <b>1</b>
--------------------------	------------------------------------	--	--



<div>2600</div> <div></div>	<div>PUT</div> <div></div> <div>117.4</div>	<div>VOR/DME</div> <div>One Minute Holding Pattern</div>		
	<div>HUREX</div> <div>PUT 8.5</div>	<div>SNAPO</div> <div>PUT 5</div>	<div>005° →</div> <div>← 185°</div> <div>2600</div>	
	<div></div>	<div>211°</div> <div></div>		
	<div>1120</div>			
	<div>3.5 NM</div>	<div>5 NM</div>		
CATEGORY	A	B	C	D
CIRCLING	1120-1¼	882 (900-1¼)	NA	
SNAPO FIX MINIMUMS				
CIRCLING	900-1 662 (700-1)	980-1¼ 742 (800-1¼)	NA	

# AIRPORT DIAGRAM

AL-5049 (FAA)

GROTON-NEW LONDON (GON)  
GROTON (NEW LONDON), CONNECTICUT

ATIS  
 127.0  
 GROTON TOWER ★  
 125.6 352.8  
 GND CON  
 121.65 352.8  
 CLNC DEL (When Tower Closed)  
 119.85

D

AIRPORT  
MAINTENANCE

JANUARY 2005  
 ANNUAL RATE OF CHANGE  
 0.1° E

NATIONAL  
GUARD

HANGARS

TERMINAL

FIRE STATION

CONTROL  
TOWER

69

5000 X 150

RUN-UP  
RAMP

4000 X 100

RWY 5-23  
 S90, D113, ST143, DT200  
 RWY 15-33  
 S90, D113, ST143

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

72° 03.0' W

72° 02.5' W

NE-1, 22 OCT 2009 to 19 NOV 2009

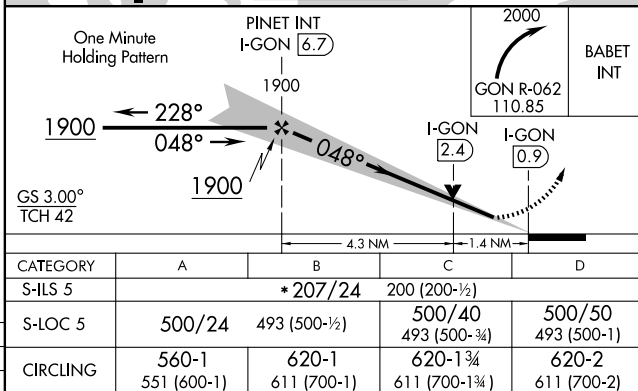
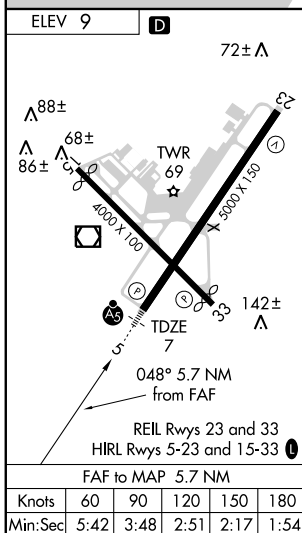
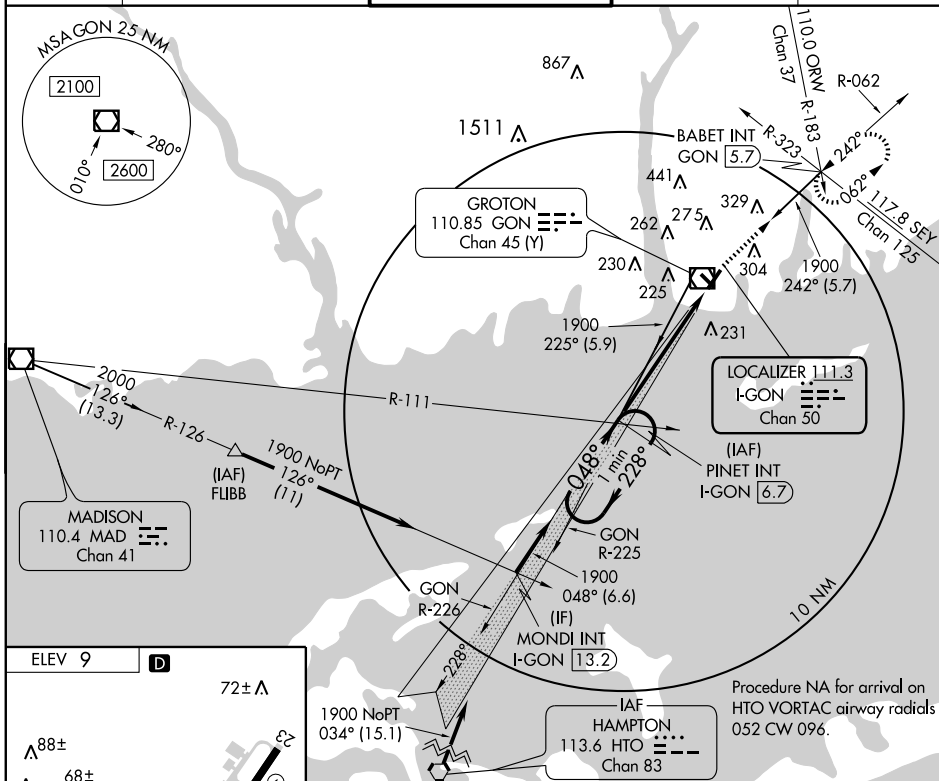
AL-5049 (FAA)

ILS or LOC RWY 5  
GROTON-NEW LONDON (GON)

MALSR

**MISSED APPROACH:** Climbing right turn to 2000 via GON R-062 to BABET Int and hold, continue climb-in-hold to 2000.

CLNC DEL★  
119.85



NE-1. 22 OCT 2009 to 19 NOV 2009

WAAS Ch <b>45521</b> <b>W05A</b>	APP CRS <b>048°</b>	Rwy Idg <b>5000</b> TDZE <b>7</b> Apt Elev <b>9</b>
--	------------------------	---

RNAV (GPS) RWY 5  
GROTON-NEW LONDON (GON)

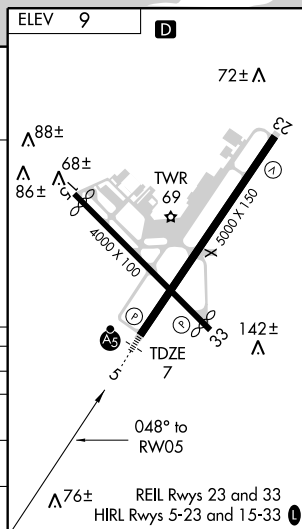
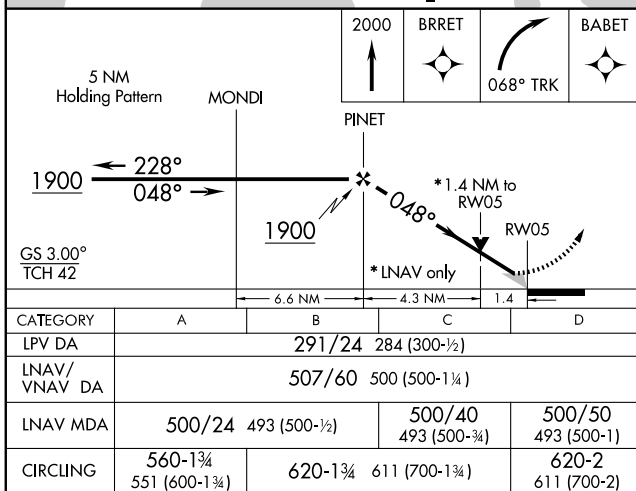
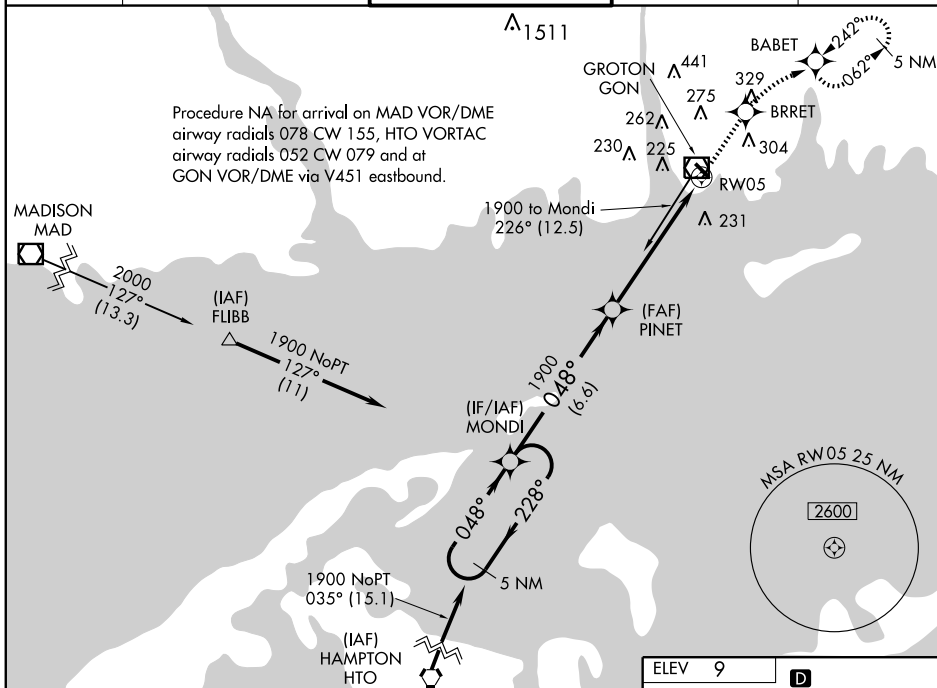
**T** DME/DME RNP-0.3 NA. Baro-VNAV NA below -15°C (5°F).  
Circling to Rwy 15, 23 and 33 NA at night.

**W** For inoperative MALS, increase LPV visibility all Cats to RVR 5000.

MALSR

**MISSED APPROACH:** Climb to 2000  
direct BRRET and right turn via 068°  
track to BABET and hold.

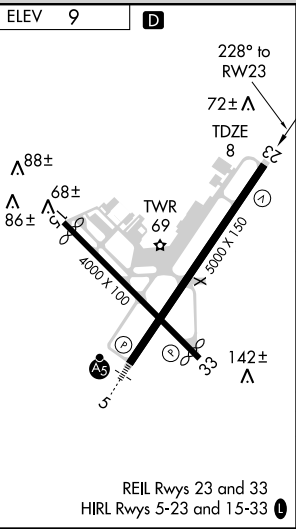
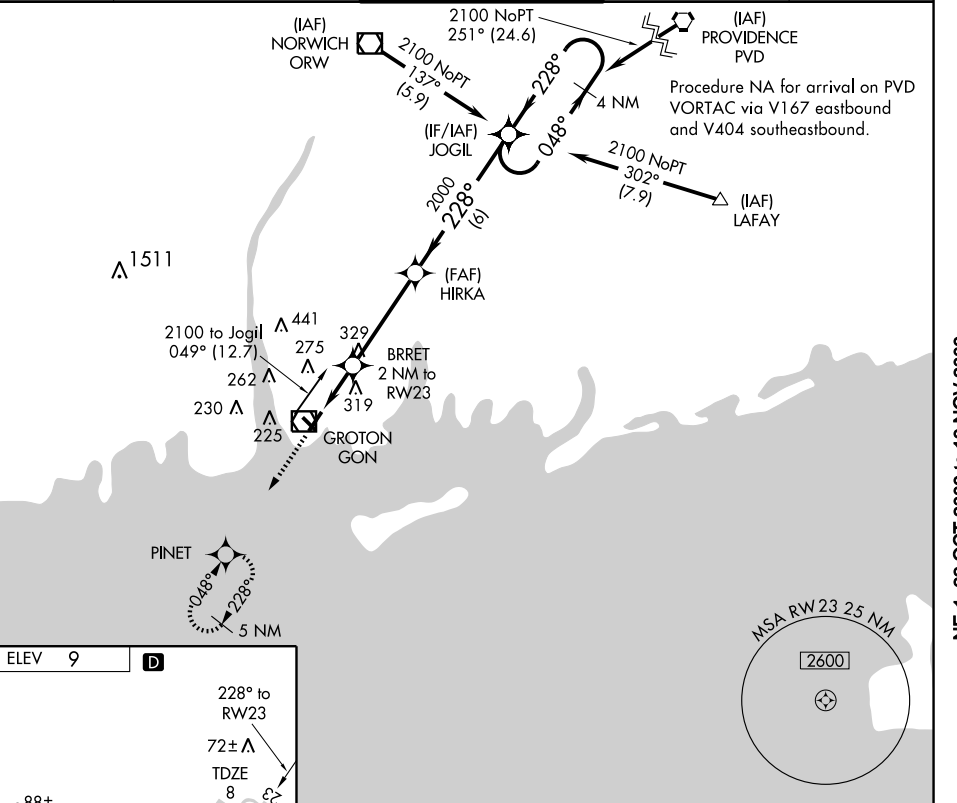
ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 352.8	GND CON 121.65 352.8	CLNC DEL ★ 119.85
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APP CRS	Rwy Idg	5000
228°	TDZE	8
	Apt Elev	9

<div><div>▼</div><div>DME/DME RNP-0.3 NA. When VGSI inop, procedure NA at night. Circling to Rwys 15, 23, and 33 NA at night.</div></div>	<div>MISSED APPROACH: Climb to 2000 direct PINET and hold.</div>
---	--

ATIS 127.0	PROVIDENCE APP CON ★ 125.75 319.2	GROTON TOWER ★ 125.6 (CTAF) 352.8	GND CON 121.65 352.8	CLNC DEL ★ 119.85
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<div><div>2000</div><div>PINET</div></div>		<div><div>JOGIL</div><div>4 NM Holding Pattern</div><div>048° → 2100</div><div>← 228°</div><div>2100</div><div>VGSI and descent angles not coincident.</div></div>		
<div><div>RW23</div><div>BRRET 2 NM to RW23</div><div>HIRKA</div><div>2000</div><div>800</div><div>3.50° TCH 50</div><div>2 NM</div><div>4 NM</div><div>6 NM</div></div>				
CATEGORY	A	B	C	D
LNAV MDA	560-1	552 (600-1)	560-1½ 552 (600-1½)	560-1¾ 552 (600-1¾)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

NE-1, 22 OCT 2009 to 19 NOV 2009

APP CRS	Rwy Idg	<b>3665</b>
<b>329°</b>	TDZE	<b>8</b>
	Apt Elev	<b>9</b>

RNAV (GPS) RWY 33  
GROTON-NEW LONDON (GON)

DME/DME RNP-0.3 NA.  
Procedure NA at night.

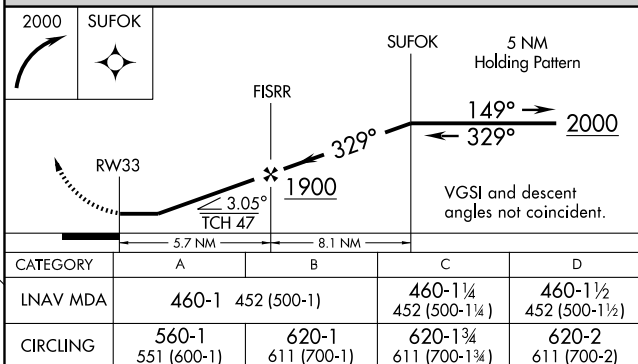
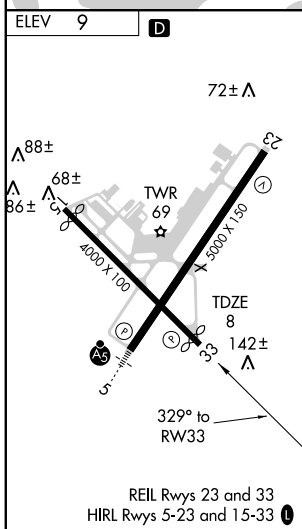
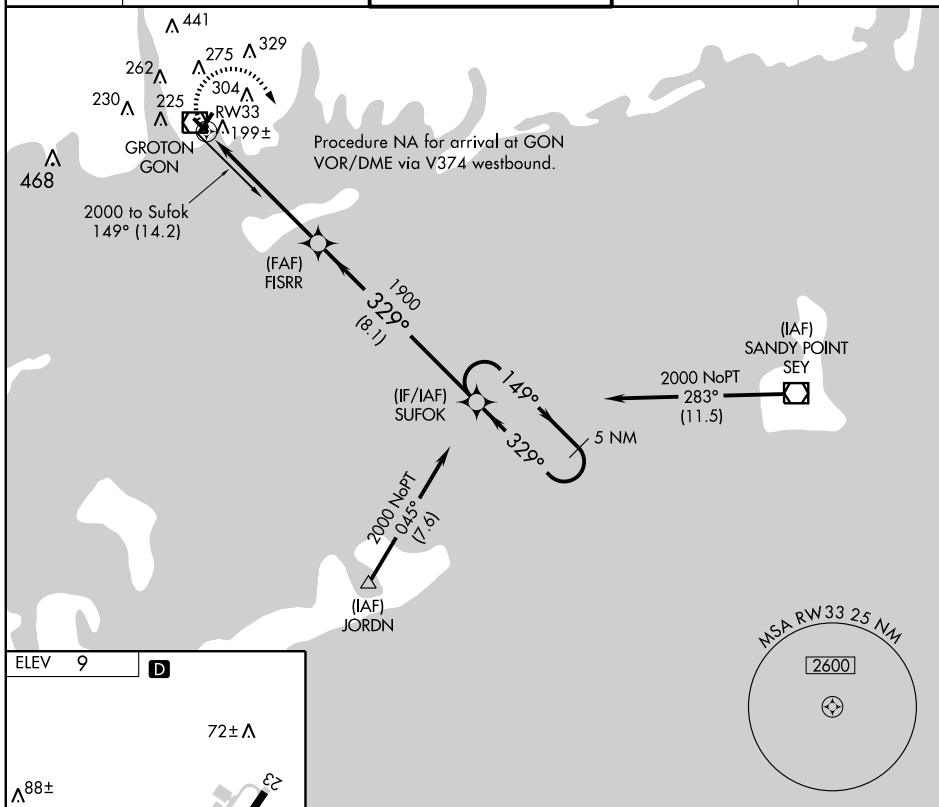
MISSED APPROACH: Climbing right turn to 2000 direct SUFOK and hold.

ATIS  
127.0

PROVIDENCE APP CON ★  
125.75 319.2

GROTON TOWER ★  
125.6 (CTAF) **L** 352.8

GND CON  
121.65 352.8

CLNC DEL ★  
119.85



VOR/DME GON <b>110.85</b> Chan <b>45 (Y)</b>	APP CRS <b>027°</b>	Rwy Idg <b>5000</b> TDZE <b>7</b> Apt Elev <b>9</b>
--	------------------------	---

VOR RWY 5  
GROTON-NEW LONDON (GON)

**T** Inoperative table does not apply to Cat D.

MALSR  
A5

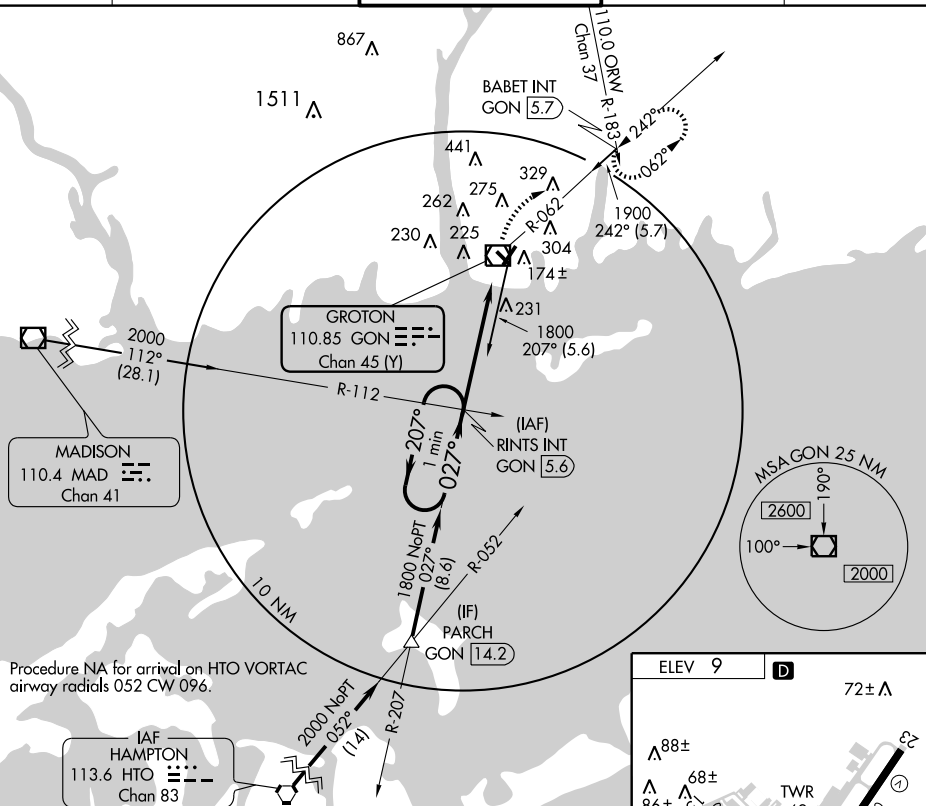
**MISSED APPROACH:** Climbing right turn to 2000 via GON R-062 to BABET Int/GON 5.7 DME and hold, continue climb-in-hold to 2000.

ATIS  
127.0

PROVIDENCE APP CON ★  
125.75 319.2

GROTON TOWER ★  
125.6 (CTAF) **L** 352.8

GND CON  
121.65 352.8

CLNC DEL ★  
119.85

## One Minute Holding Pattern

$$\frac{1800}{207^\circ - 027^\circ}$$

RINTS INT

2000

BARE

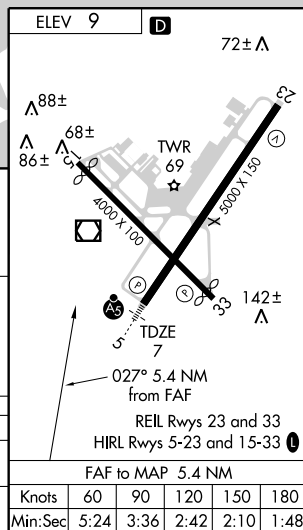
GON  
CO

$$\frac{3.09^\circ}{\text{TCH } 42}$$

---

24

CATEGORY	A	B	C	D
S-5	500/24	493 (500-½)	500/40 493 (500-¾)	500-1½ 493 (500-1½)
CIRCLING	560-1 551 (600-1)	620-1 611 (700-1)	620-1¾ 611 (700-1¾)	620-2 611 (700-2)

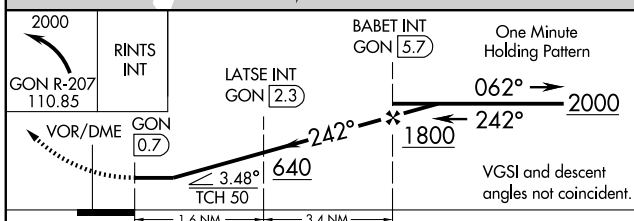
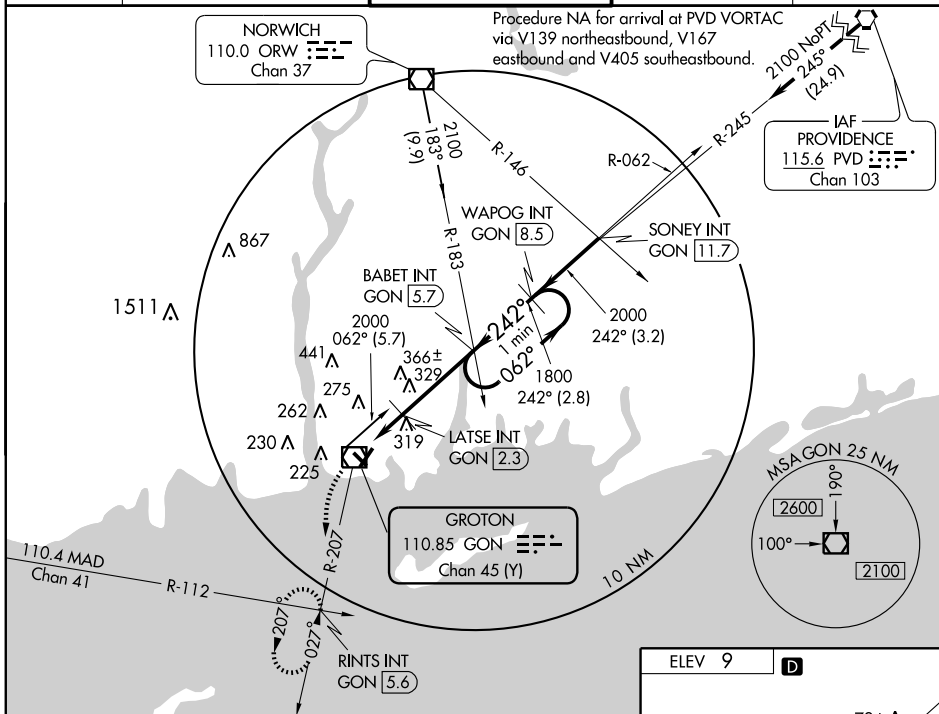


VOR/DME GON <b>110.85</b> Chan <b>45 (Y)</b>	APP CRS <b>242°</b>	Rwy Idg TDZE Apt Elev	<b>5000</b> <b>8</b> <b>9</b>
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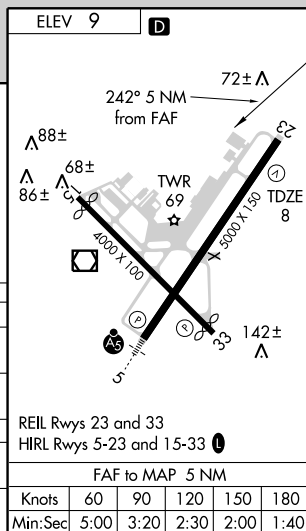
# VOR RWY 23

## GROTON-NEW LONDON (GON)

		MISSED APPROACH: Climbing left turn to 2000 via GON R-207 to RINTS Int/GON 5.6 DME and hold.		
ATIS <b>127.0</b>	PROVIDENCE APP CON ★ <b>125.75 319.2</b>	GROTON TOWER ★ <b>125.6 (CTAF) 352.8</b>	GND CON <b>121.65 352.8</b>	CLNC DEL ★ <b>119.85</b>

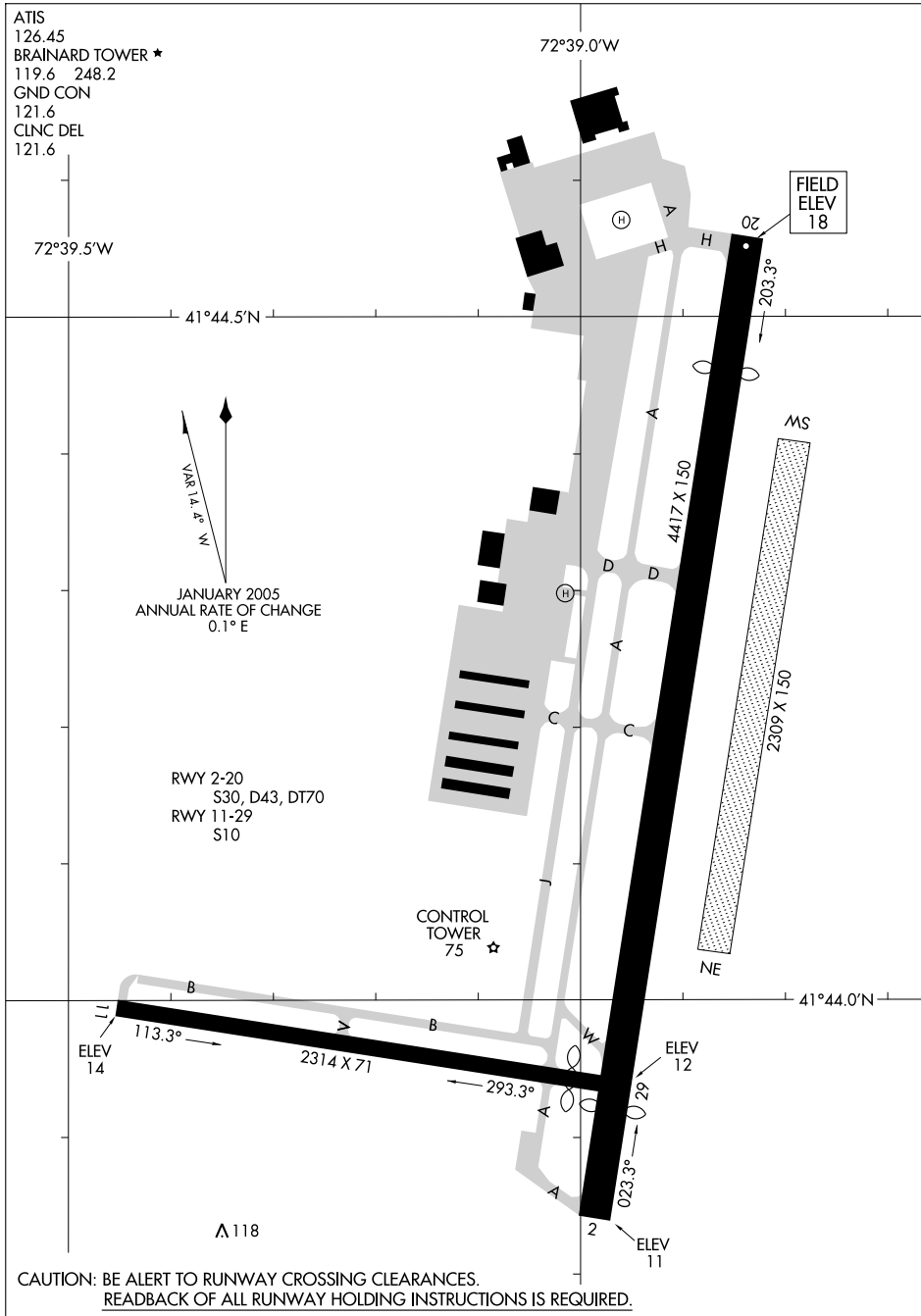


CATEGORY	A	B	C	D
S-23	640-1	632 (700-1)	640-1½ 632 (700-1½)	640-2 632 (700-2)
CIRCLING	640-1	631 (700-1)	640-1½ 631 (700-1½)	640-2 631 (700-2)
LATSE FIX MINIMUMS				
S-23	580-1	572 (600-1)	580-1½ 572 (600-1½)	580-1½ 572 (600-1½)
CIRCLING	580-1 571 (600-1)	620-1 611 (700-1)	620-1½ 611 (700-1½)	620-2 611 (700-2)



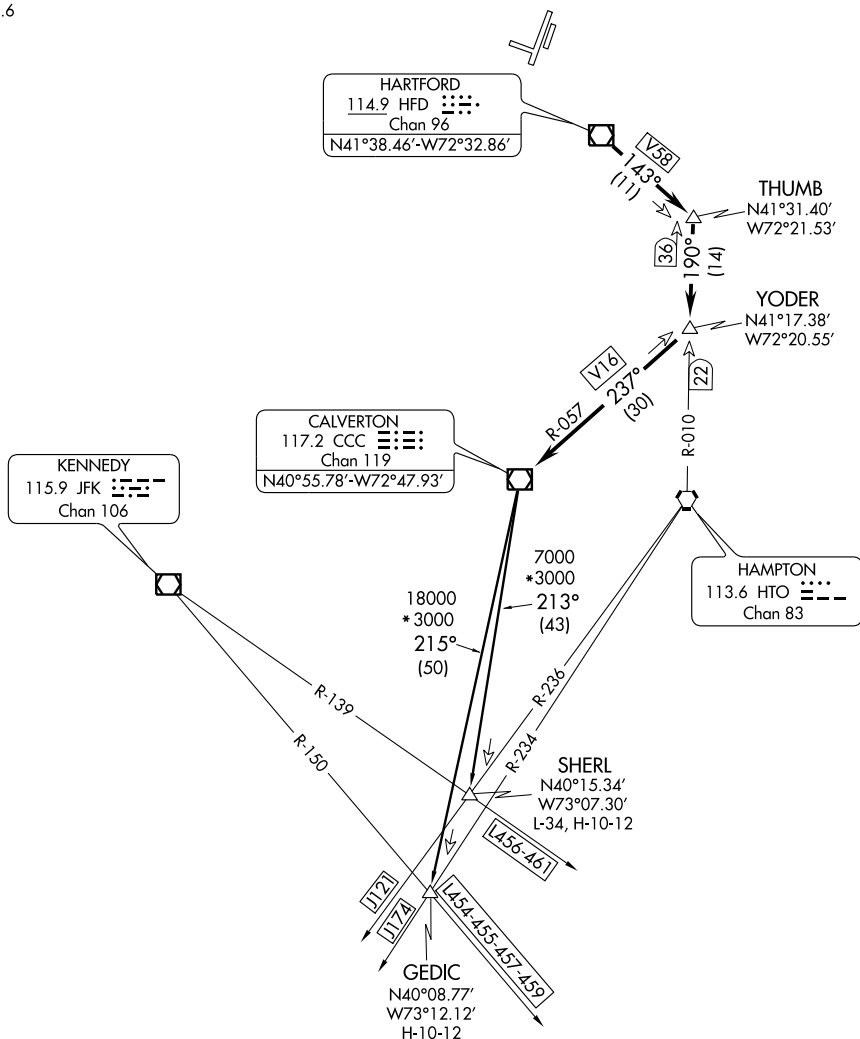
# AIRPORT DIAGRAM

AL-189 (FAA)

HARTFORD-BRAINARD (HFD)  
HARTFORD, CONNECTICUT

NE-1, 22 OCT 2009 to 19 NOV 2009

ATIS 126.45  
 GND CON  
 121.6  
 BRAINARD TOWER ★  
 119.6 248.2  
 BRADLEY DEP CON  
 127.8 269.325  
 CLNC DEL  
 121.6



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

NE-1. 22 OCT 2009 to 19 NOV 2009

## COASTAL TWO DEPARTURE (HI)



## DEPARTURE ROUTE DESCRIPTION

TAKE-OFF ALL RUNWAYS: Fly assigned heading and altitude for radar vectors to HFD VOR/DME. Thence. . . .

. . . . From over HFD VOR/DME proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route). Expect clearance to requested flight level ten (10) minutes after departure.

GEDIC TRANSITION (CSTL2.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC INT.

SHERL TRANSITION (CSTL2.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL INT.

APP CRS	Rwy Idg	4006
002°	TDZE	18
	Apt Elev	19

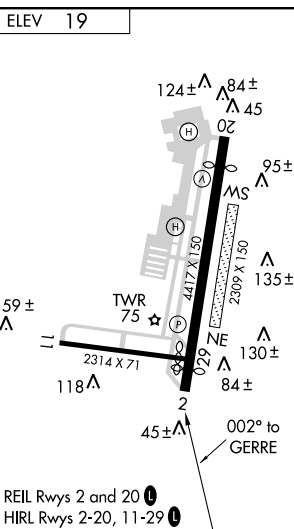
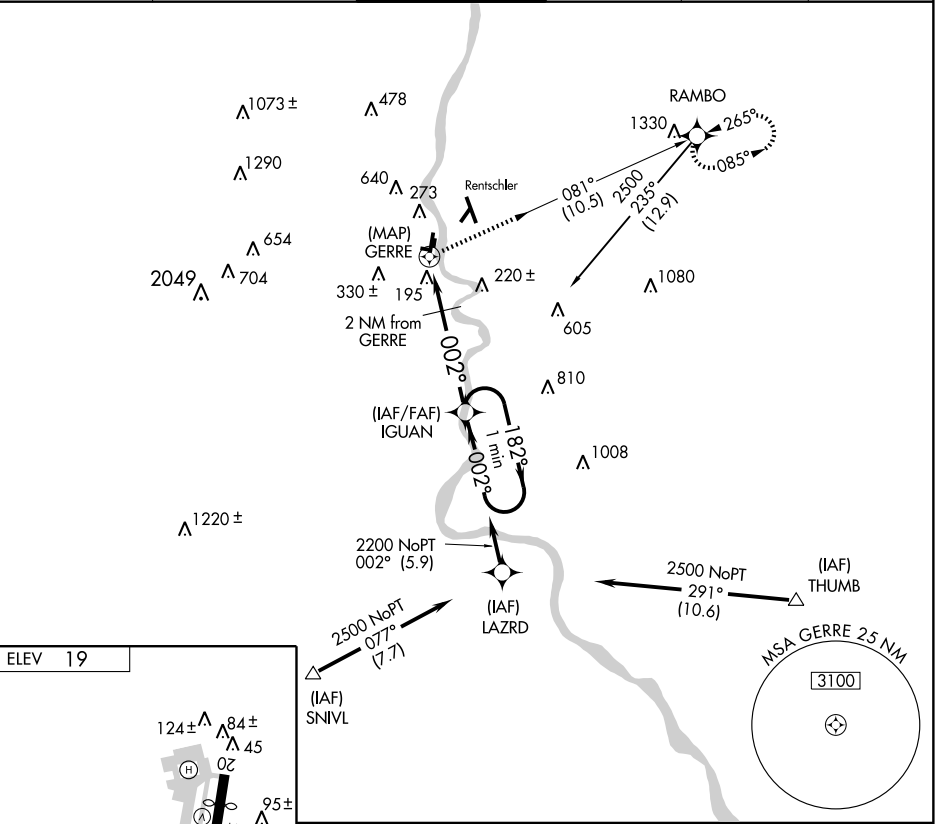
GPS RWY 2  
HARTFORD-BRAINARD (HF'D)

▼

▲ NA

MISSED APPROACH: Climb to 2500 via course 081° to RAMBO WP and hold.

ATIS 126.45	BRADLEY APP CON 127.8 269.325	BRAINARD TOWER ★ 119.6 (CTAF) 0 248.2	GND CON 121.6	CLNC DEL 121.6	UNICOM 122.95
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2500

081° course

RAMBO

IGUAN

One Minute Holding Pattern

2 NM from GERRE

002°

2200

182°

2500

GERRE

760

0.2

2 NM

3.9 NM

CATEGORY	A	B	C	D
S-2	460-1	442 (500-1)	460-1¼ 442 (500-1¼)	460-1½ 442 (500-1½)
CIRCLING	580-1 561 (600-1)	600-1 581 (600-1)	940-2¾ 921 (1000-2¾)	1000-3 981 (1000-3)

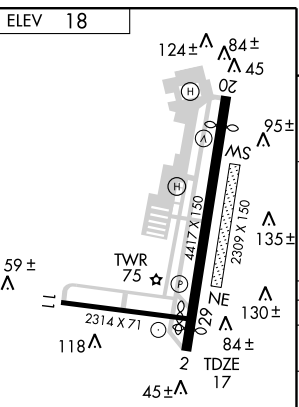
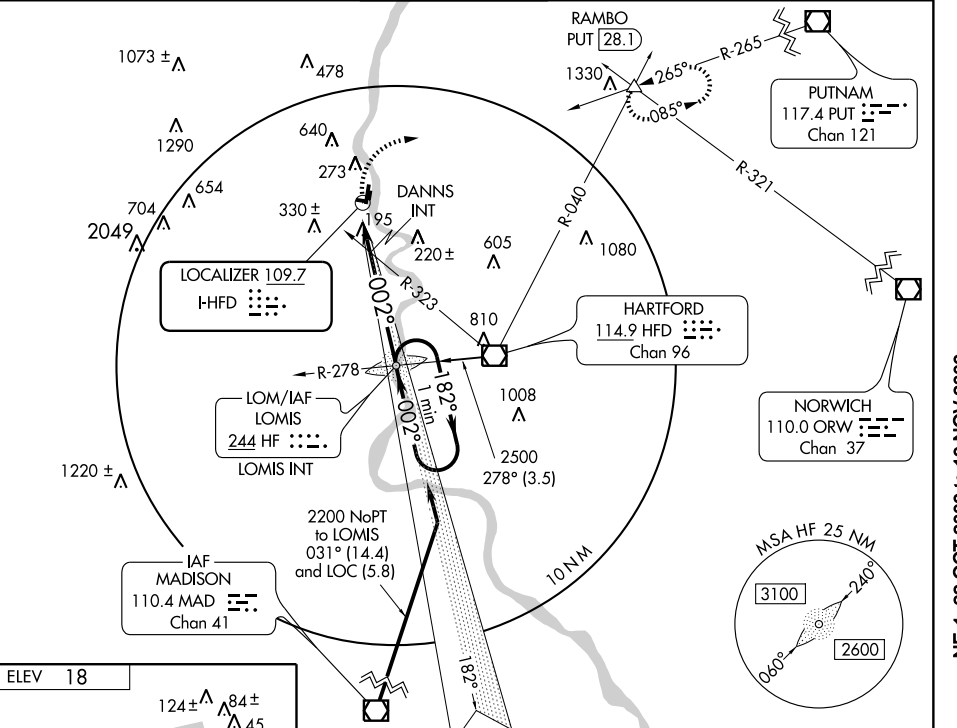
NE-1, 22 OCT 2009 to 19 NOV 2009

⚠

⚠

MISSED APPROACH: Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO INT and hold.

ATIS 126.45	BRADLEY APP CON 127.8 269.325	BRAINARD TOWER ★ 119.6 (CTAF) 0 248.2	GND CON 121.6	CLNC DEL 121.6	UNICOM 122.95
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REIL Rwy 2 and 20

HIRL Rwy 2-20 and 11-29

FAF to MAP 5.4 NM

Knots	60	90	120	150	180
Min:Sec	5:24	3:36	2:42	2:10	1:48

2500 		PUT R-265 117.4	RAMBO △	LOMIS LOM/INT		One Minute Holding Pattern	
		DANNS INT		182° → 2500 ← 002°			
		640		002° * 2200			
		≤ 3.40° TCH 45°		VGSI and descent angles not coincident.			
0.5		1.5 NM		3.9 NM			
CATEGORY	A		B		C		D
S-2	640-1 623 (700-1)		640-1 623 (700-1 ¾)		640-2 623 (700-2)		
CIRCLING	640-1 622 (700-1)		940-2 921 (1000-2 ¾)		1000-3 981 (1000-3)		
DANNS INT MINIMUMS							
S-2	460-1 443 (500-1)		460-1 443 (500-1 ¼)		460-1 ½ 443 (500-1 ½)		
CIRCLING	580-1 562 (600-1)		600-1 581 (600-1)		940-2 921 (1000-2 ¾)		1000-3 981 (1000-3)

# RIVER VISUAL RWY 2

AL-189 (FAA)

HARTFORD-BRAINARD (HF'D)  
HARTFORD, CONNECTICUT

ATIS 126.45  
BRADLEY APP CON  
127.8 269.325  
BRAINARD TOWER ★  
119.6 (CTAF) 248.2  
CLNC DEL 121.6

## RADAR REQUIRED

Weather minimums:  
3000 foot ceiling  
and 5 mile visibility

CAUTION: Rentschler  
Field 1.5 NM NE  
of Hartford-Brainard

RENTSCHLER  
AIRPORT  
(CLOSED)



HARTFORD-BRAINARD  
AIRPORT

PUTNAM  
BRIDGE

WETHERSFIELD

NOISE  
SENSITIVE  
AREA

NOTE: This procedure will be utilized  
for aircraft arriving from west  
of Connecticut River and south  
of the city of Hartford.

NOTE: Procedure not authorized when  
tower closed.

Vertical Guidance  
Navaid and Angle:  
RWY 2 PAPI 4.00°

(Enter upwind or base  
leg as directed by  
Brainard Tower.)

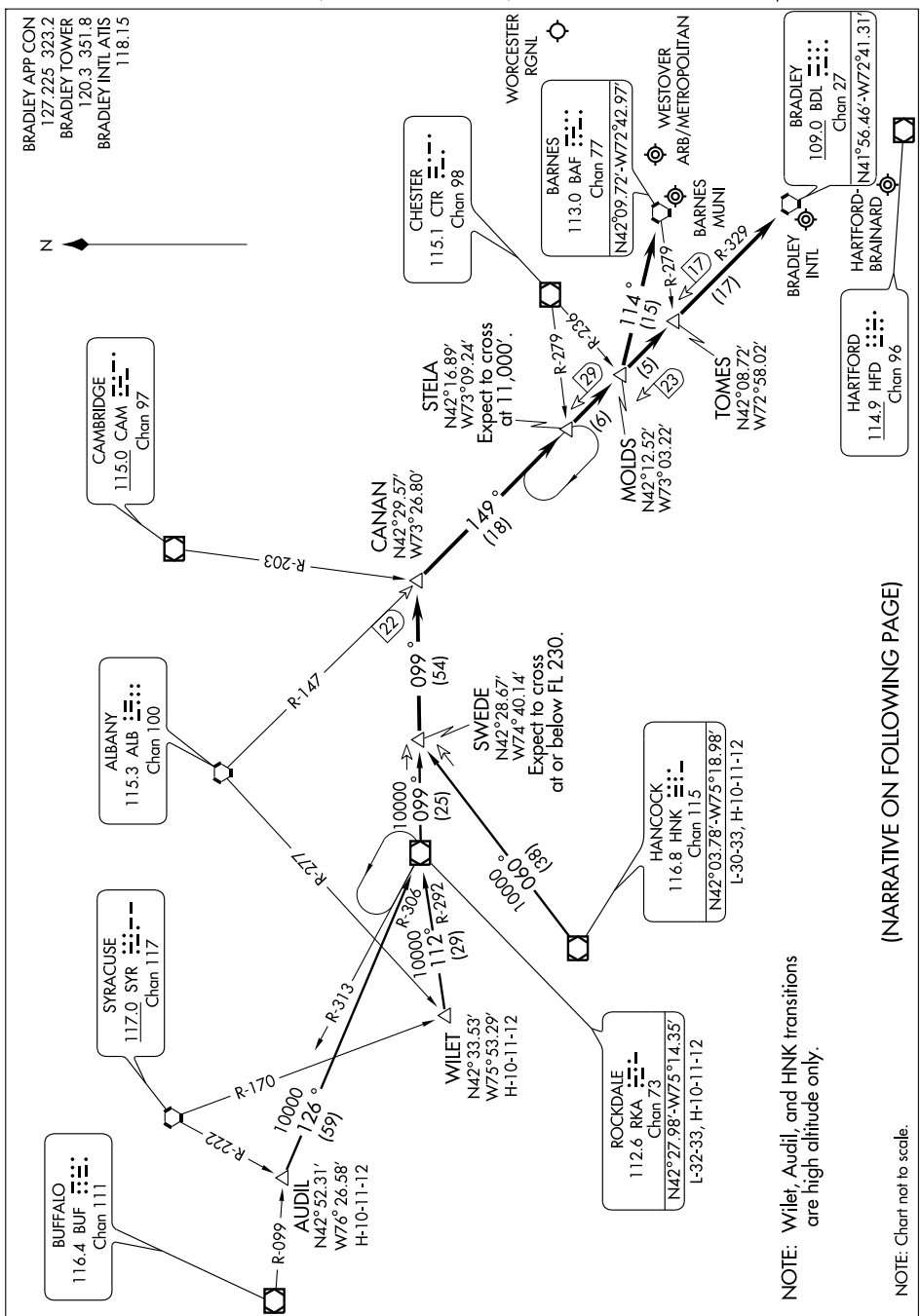
LOM  
LOMIS

244 HF ::::.

Maintain 2500 or higher  
until abeam LOMIS

	1 NM	2	3	4	5	6	7	8	9
--	------	---	---	---	---	---	---	---	---





(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.

ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

VOR/DME HFD <b>114.9</b> Chan <b>96</b>	APP CRS <b>334°</b>	Rwy Idg TDZE Apt Elev	<b>N/A</b> <b>N/A</b> <b>19</b>
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VOR or GPS-A  
HARTFORD-BRAINARD (HFD)

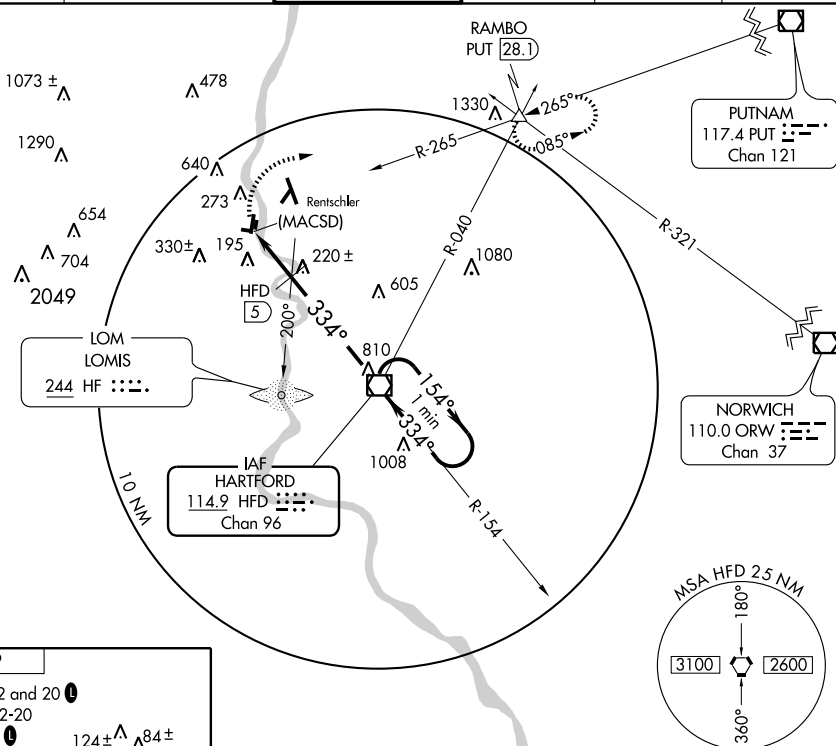
**MISSED APPROACH:** Climbing right turn to 2500 via heading 060° and PUT VOR/DME R-265 to RAMBO Int and hold.

ATIS  
**126.45**

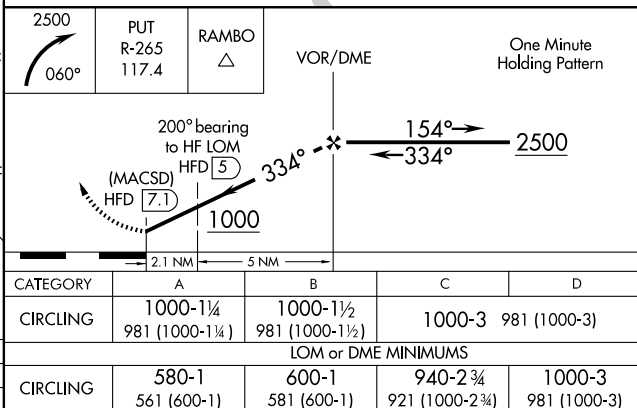
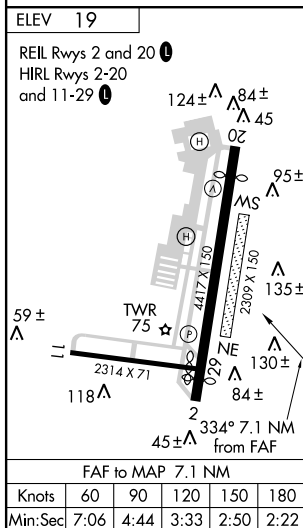
BRADLEY APP CON  
127.8 269,325

BRAINARD TOWER ★  
119.6 (CTAF) **L** 248.2

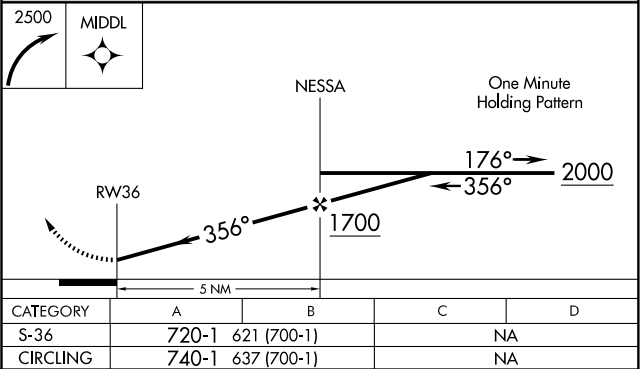
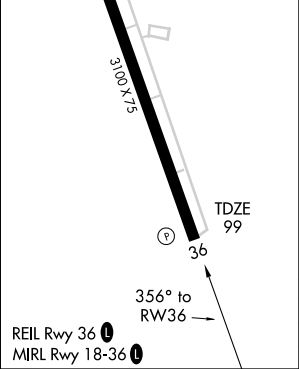
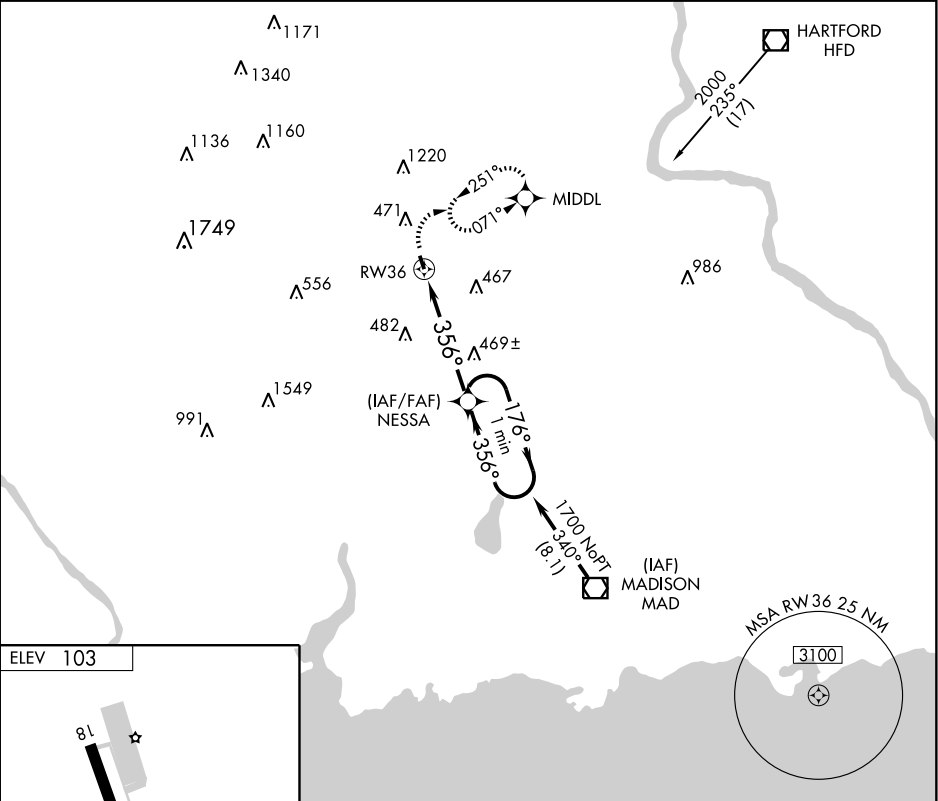
GND CON  
**121.6**

CLNC DEL  
**121.6**UNICOM  
122.95

NE-1. 22 OCT 2009 to 19 NOV 2009



<div><div>▼</div><div>▲ NA</div></div>		MISSED APPROACH: Climbing right turn to 2500 direct MIDDLE WP and hold.	
ASOS 134.925	BRADLEY APP CON 127.8 269.325	CINC DEL 120.65	UNICOM 123.05 (CTAF) <b>0</b>

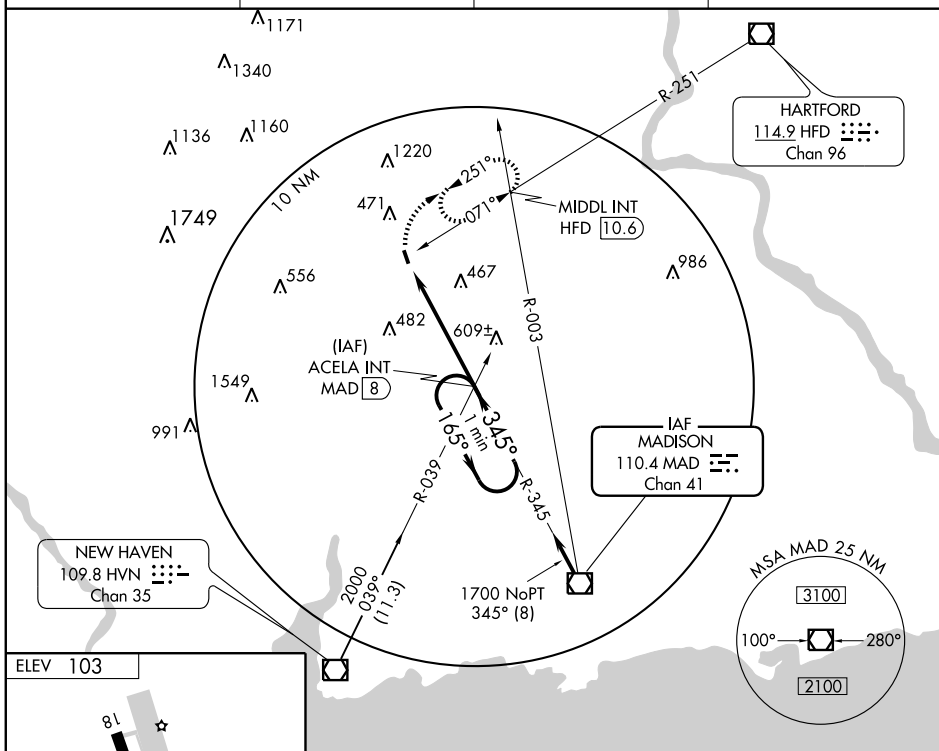


VOR/DME MAD <b>110.4</b> Chn <b>41</b>	APP CRS <b>345°</b>	Rwy Idg <b>3100</b> TDZE <b>99</b> Apt Elev <b>103</b>
--	------------------------	--

VOR RWY 36  
MERIDEN MARKHAM MUNI(MMK)

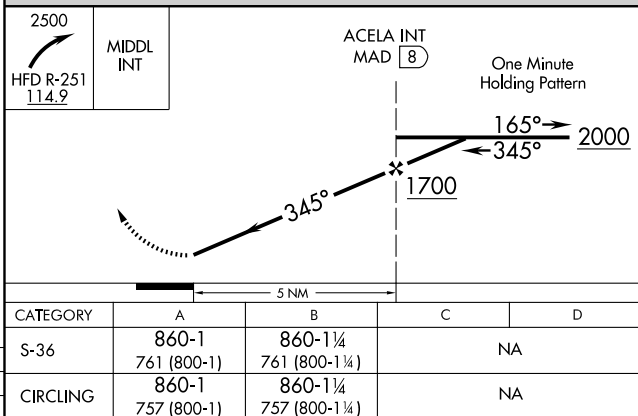
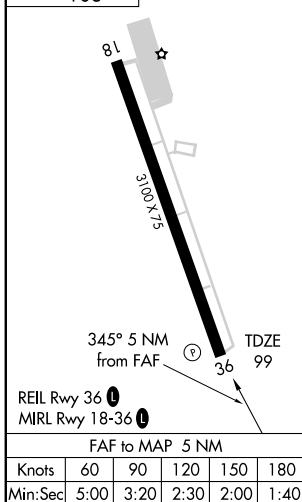
**T**  
**A** NA

**MISSED APPROACH:** Climbing right turn to 2500 via HFD VOR/DME R-251 to MDDL Int/HFD 10.6 DME and hold.

ASOS  
134.925BRADLEY APP CON  
127.8 269.325CLNC DEL  
**120.65**UNICOM  
123.05 (CTAF) 

NE-1. 22 OCT 2009 to 19 NOV 2009

ELEV	103
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## AIRPORT DIAGRAM

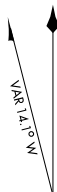
AL-671 (FAA)

NEW HAVEN/TWEED-NEW HAVEN (HVN)  
NEW HAVEN, CONNECTICUT

ATIS  
133.65  
NEW HAVEN TOWER ★  
124.8  
GND CON  
121.7

D

△ 185±

FIELD  
ELEV  
12

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.0°E

TERMINAL

WEST  
RAMPGENERAL  
AVIATION  
PARKINGEAST  
RAMPTWR  
91 ★

41° 16.0' N

ELEV  
5

522 X 100

145.3°

5600 X 150

3626 X 100

RWY 2-20  
S110, D160, ST175  
RWY 14-32  
S30, D60

325.3°

ELEV  
5

41° 15.5' N

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING  
INSTRUCTIONS IS REQUIRED.

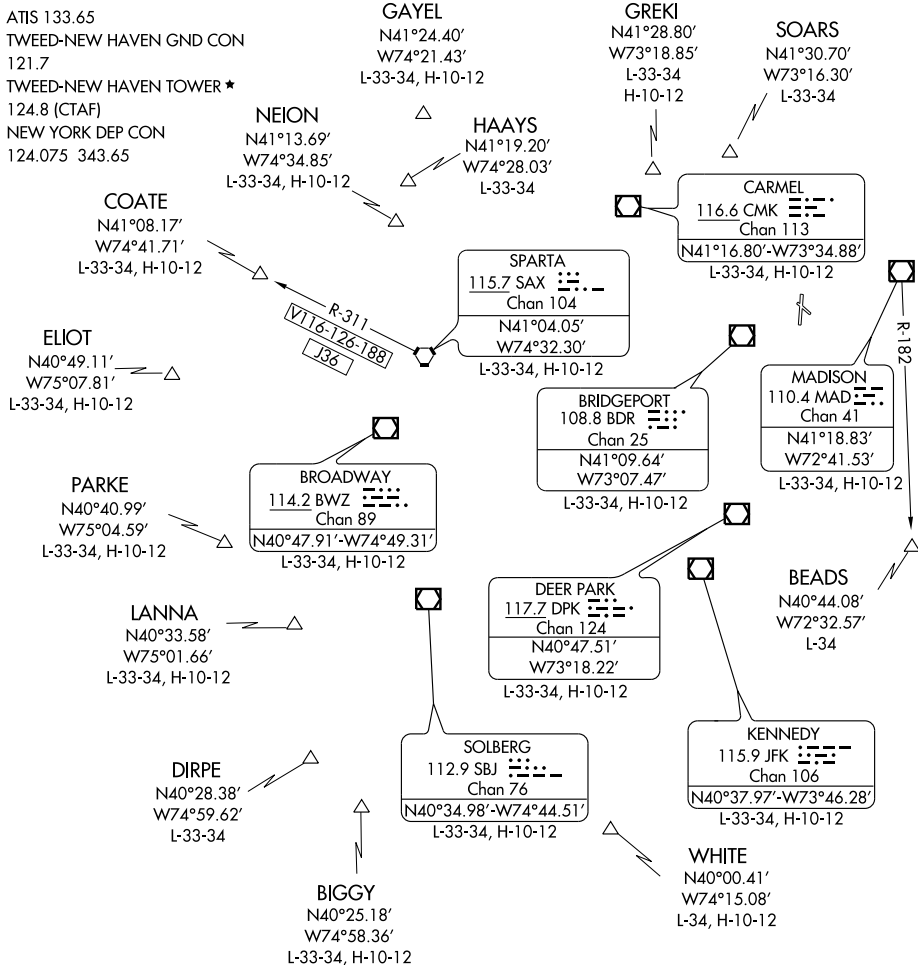
ELEV  
6

017.0°

72° 53.5' W

72° 53.0' W

NE-1, 22 OCT 2009 to 19 NOV 2009



NOTE: BEADS departures expect vectors to MAD R-182.  
 NOTE: COATE departures expect vectors to SAX/SAX R-311.

NOTE: Chart not to scale.

## DEPARTURE ROUTE DESCRIPTION

**TAKE-OFF ALL RUNWAYS:** Climb on runway heading, thence via vectors to assigned route/fix. Expect clearance to filed altitude/flight level 10 minutes after departure.



(NARRATIVE ON FOLLOWING PAGE)



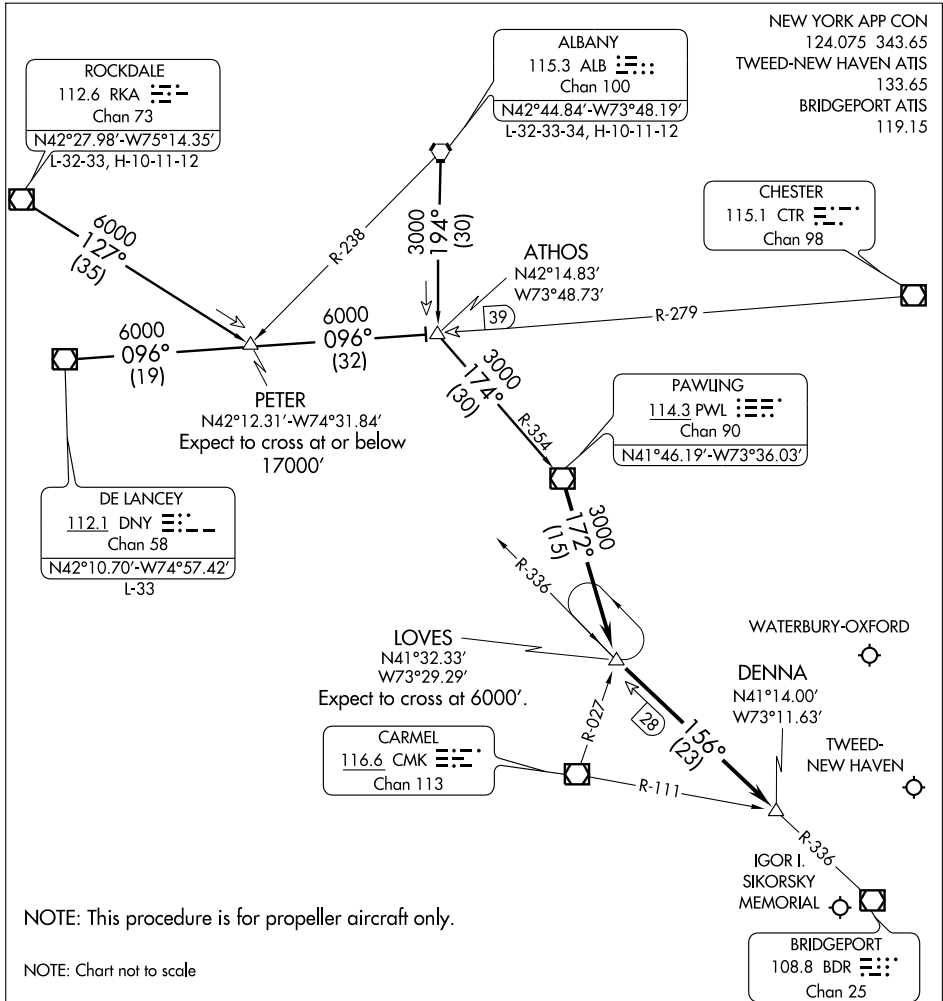
## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSITION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.



NE-1. 22 OCT 2009 to 19 NOV 2009

ALBANY TRANSITION (ALB.DENNA2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....  
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....  
 ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....  
 ....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.



**T** When local altimeter setting not received, use Islip altimeter setting and increase all DAs to 405 feet and all MDAs 100 feet.

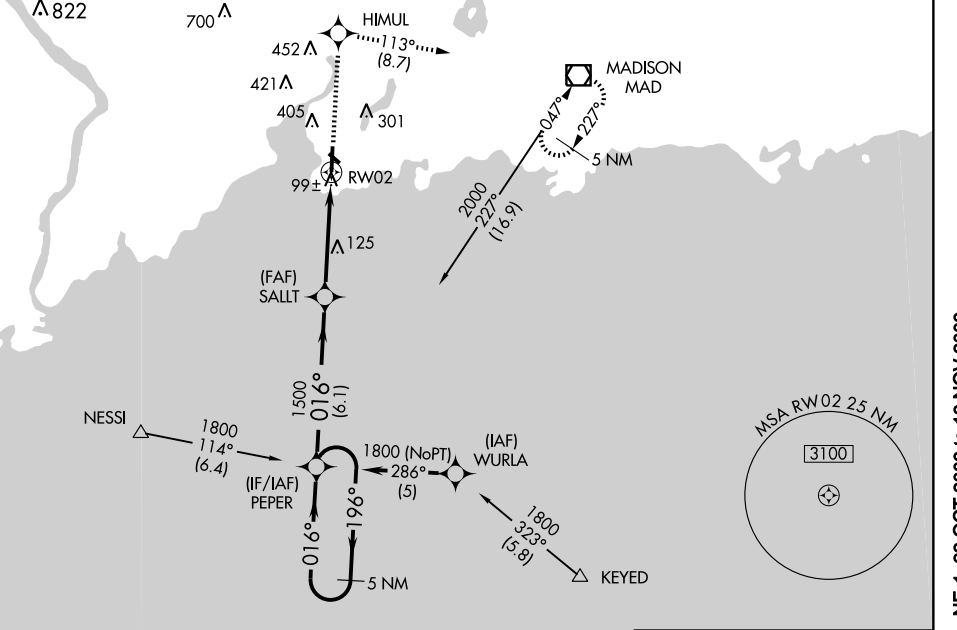
**A** Baro-VNAV NA when using Islip altimeter setting.  
Baro-VNAV NA below -1.5°C (5°F). Inoperative table does not apply.  
Procedure NA at night. DME/DME RNP -0.3 NA.

**MALSF**

=

**MISSED APPROACH:** Climb to 2000 direct HIMUL and right turn via 113° track to MAD VOR/DME and hold.

ATIS 133.65	NEW YORK APP CON 124.075 343.65	TWEED-NEW HAVEN TOWER ★ 124.8 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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ELEV 12

**D**

5 NM Holding Pattern

PEPER

1800 ← 196°

016° →

GS 3.00°

TCH 50

1500

6.1 NM

4.5 NM

RW02

CATEGORY	A	B	C	D
LPV DA		324/50	318 (400-1)	
LNAV/VNAV DA		364/60	358 (400-1¼)	
LNAV MDA	460/50	454 (500-1)	460/60 454 (500-1¼)	460-1½ 454 (500-1½)
CIRCLING	720 - 1¼	708 (800-1¼)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)

2000

HIMUL

frk 113°

MAD

SALLT

TWR 86

3625 X 100

5600 X 150

TDZE 6

HIRL Rwy 2-20

MIRL Rwy 14-32

016° to RW02

73±

NE-1, 22 OCT 2009 to 19 NOV 2009

AL-671 (FAA)

VOR/DME HVN <b>109.8</b> Chan <b>35</b>	APP CRS <b>319°</b>	Rwy Idg <b>N/A</b> TDZE <b>N/A</b> Apt Elev <b>12</b>
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VOR-A

NEW HAVEN / TWEED-NEW HAVEN (HVN)

**T**  
**A** When local altimeter setting not received, use Islip altimeter setting.

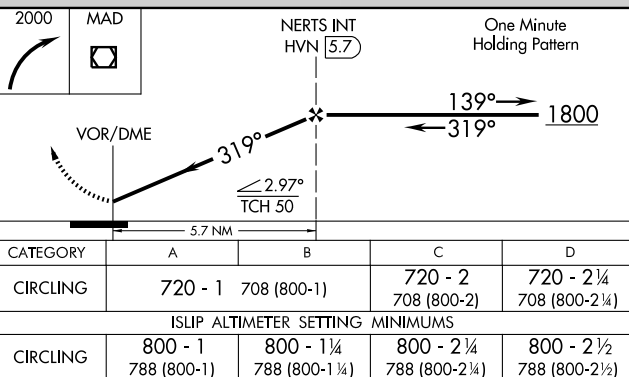
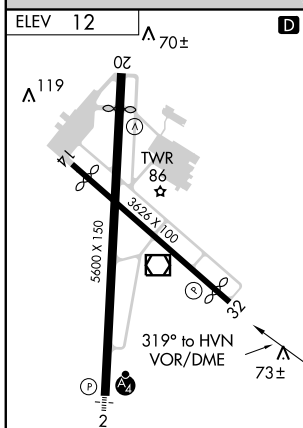
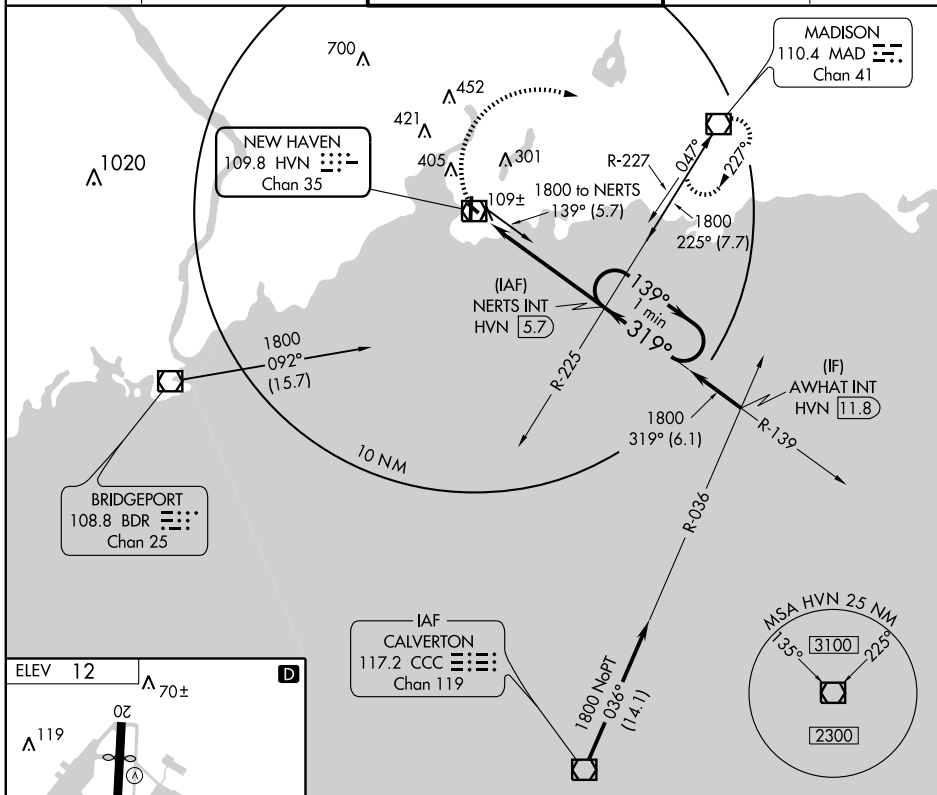
**MISSED APPROACH:** Climbing right turn to 2000 direct MAD VOR/DME and hold.

ATIS  
**133.65**

NEW YORK APP CON  
124.075 343.65

TWEED-NEW HAVEN TOWER★  
124.8 (CTAF) **L**

GND CON  
**121.7**

UNICOM  
122.95

NE-1. 22 OCT 2009 to 19 NOV 2009

VOR/DME HVN	APP CRS	Rwy Idg
109.8	025°	5600
Chan 35		TDZE 6
		Apt Elev 12

VOR RWY 2  
NEW HAVEN / TWEED-NEW HAVEN (HVN)

**▼** Inoperative table does not apply.

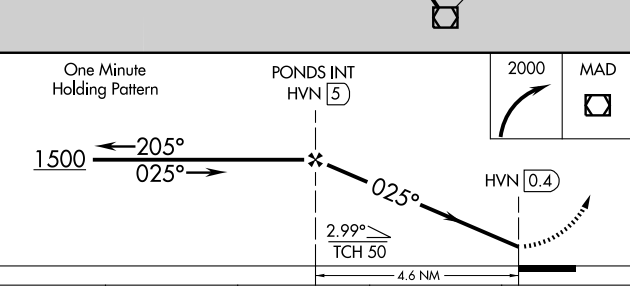
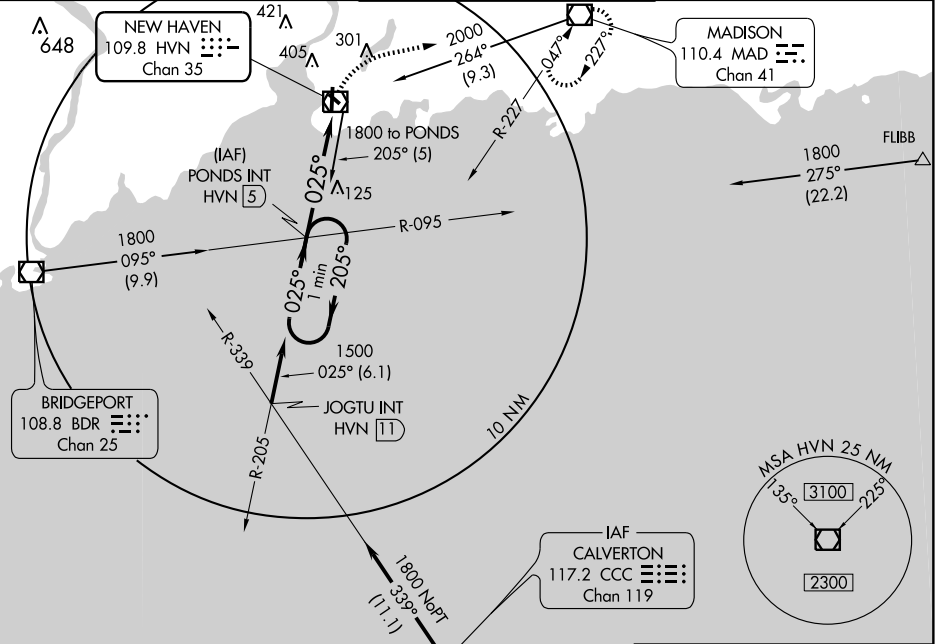
**▲** When local altimeter setting not received, use Islip altimeter setting.

**MALSF**

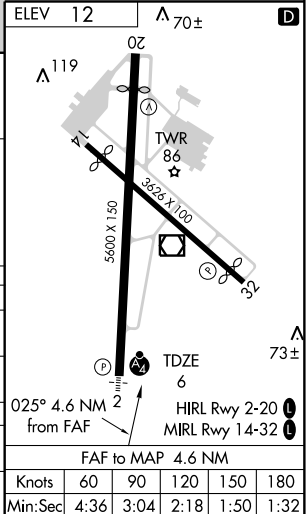
-

**MISSED APPROACH:** Climbing right turn to 2000 direct MAD VOR/DME and hold

ATIS 133.65	NEW YORK APP CON 124.075 343.65	TWEED-NEW HAVEN TOWER ★ 124.8 (CTAF) 0	GND CON 121.7	UNICOM 122.95
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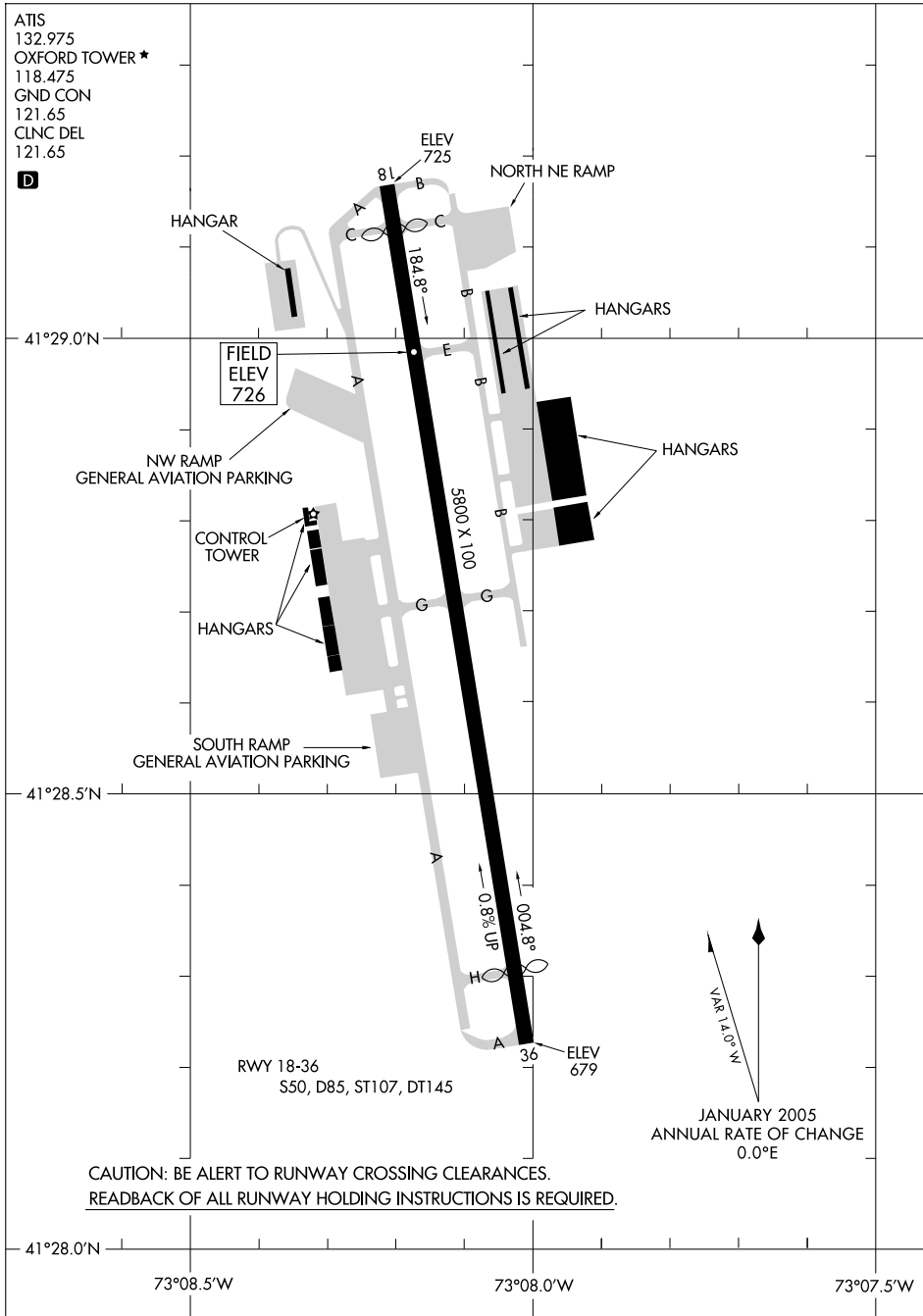


CATEGORY	A	B	C	D
S-2	420/50	414 (500-1)	420/60	414 (500-1¼)
CIRCLING	720 - 1	708 (800-1)	720 - 2 708 (800-2)	720 - 2¼ 708 (800-2¼)
ISLIP ALTIMETER SETTING MINIMUMS				
S-2	500/50	494 (500-1)	500/60 494 (500-1¼)	500 - 1½ 494 (500-1½)
CIRCLING	800 - 1 788 (800-1)	800 - 1¼ 788 (800-1¼)	800 - 2¼ 788 (800-2¼)	800 - 2½ 788 (800-2½)



## AIRPORT DIAGRAM

AL-5785 (FAA)

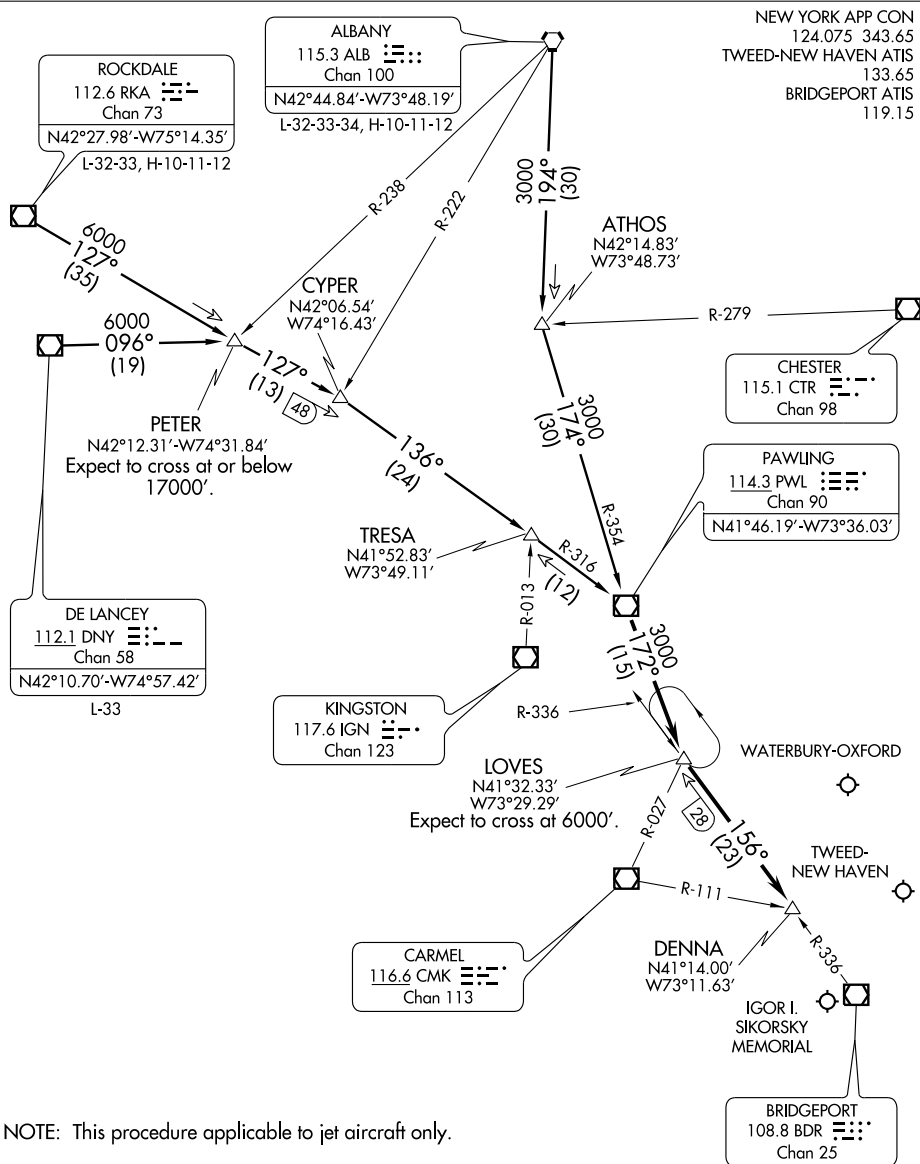
OXFORD/ WATERBURY-OXFORD (OXC)  
OXFORD, CONNECTICUT

NE-1, 22 OCT 2009 to 19 NOV 2009

## BRIDGEPORT ONE ARRIVAL

ST-621 (FAA)

BRIDGEPORT, CONNECTICUT



NOTE: This procedure applicable to jet aircraft only.



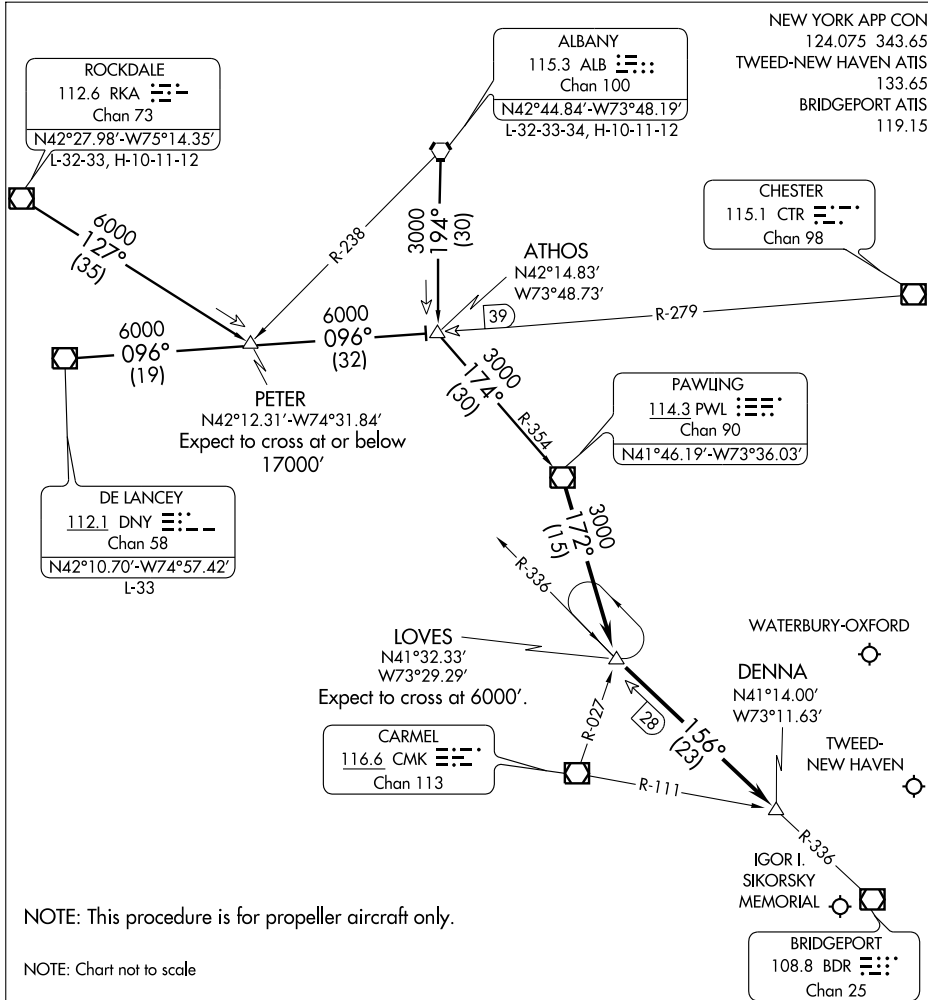
## ARRIVAL DESCRIPTION

ALBANY TRANSITION (ALB.BDR1): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence . . . .

DELANCEY TRANSITION (DNY.BDR1): From over DNY VOR/DME via DNY R-096 to PETER INT, then via RKA R-127 to CYPHER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

ROCKDALE TRANSITION (RKA.BDR1): From over RKA VOR/DME via RKA R-127 to CYPHER INT, then via PWL R-316 to PWL VOR/DME. Thence . . . .

. . . . From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to the final approach course.



NE-1. 22 OCT 2009 to 19 NOV 2009

ALBANY TRANSITION (ALB.DENNA2): From over ALB VORTAC via ALB R-194 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....  
DELANCEY TRANSITION (DNY.DENNA2): From over DNY VOR/DME via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....  
 ROCKDALE TRANSITION (RKA.DENNA2): From over RKA VOR/DME via RKA R-127 to PETER INT, then via DNY R-096 to ATHOS INT, then via PWL R-354 to PWL VOR/DME. Thence....  
 ....From over PWL VOR/DME via PWL R-172 to LOVES INT. Then via BDR R-336 to DENNA INT. Expect radar vectors to final approach course.

LOC/DME I-OCX <b>109.55</b> Chan <b>32</b> (Y)	APP CRS <b>005°</b>	Rwy Idg <b>5000</b> TDZE <b>721</b> Apt Elev <b>726</b>
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ILS or LOC RWY 36  
OXFORD / WATERBURY-OXFORD (OXC)



ANA

**MISSED APPROACH:** Climb to 1 200, then climbing left turn to 2500 direct CLERA NDB and hold.

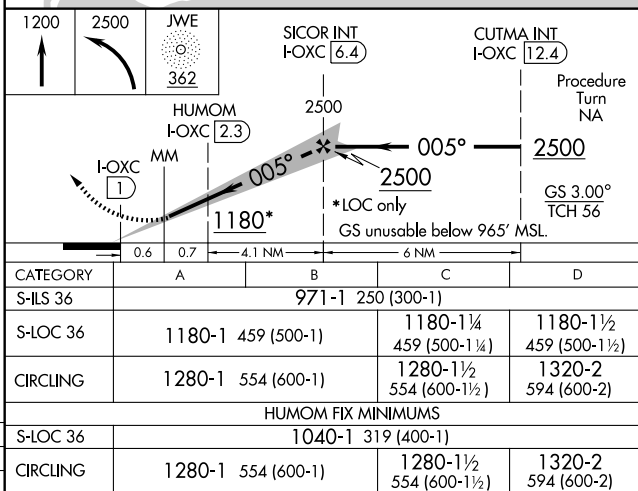
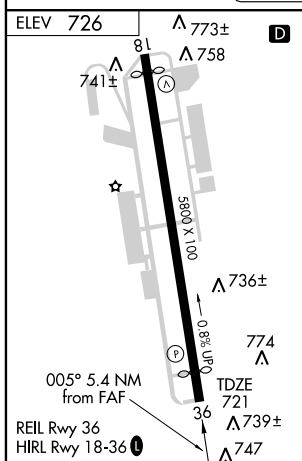
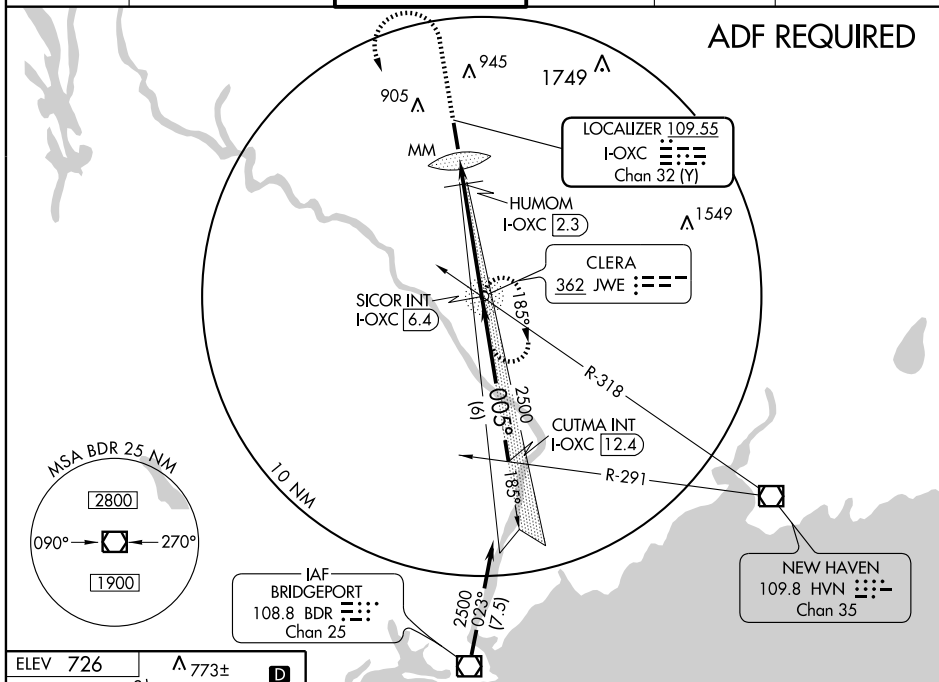
ATIS  
132.975

NEW YORK APP CON  
124.075 343.65

OXFORD TOWER ★  
118.475 (CTAF) **L**

GND CON  
121.65

CLNC DEL  
**121.65**

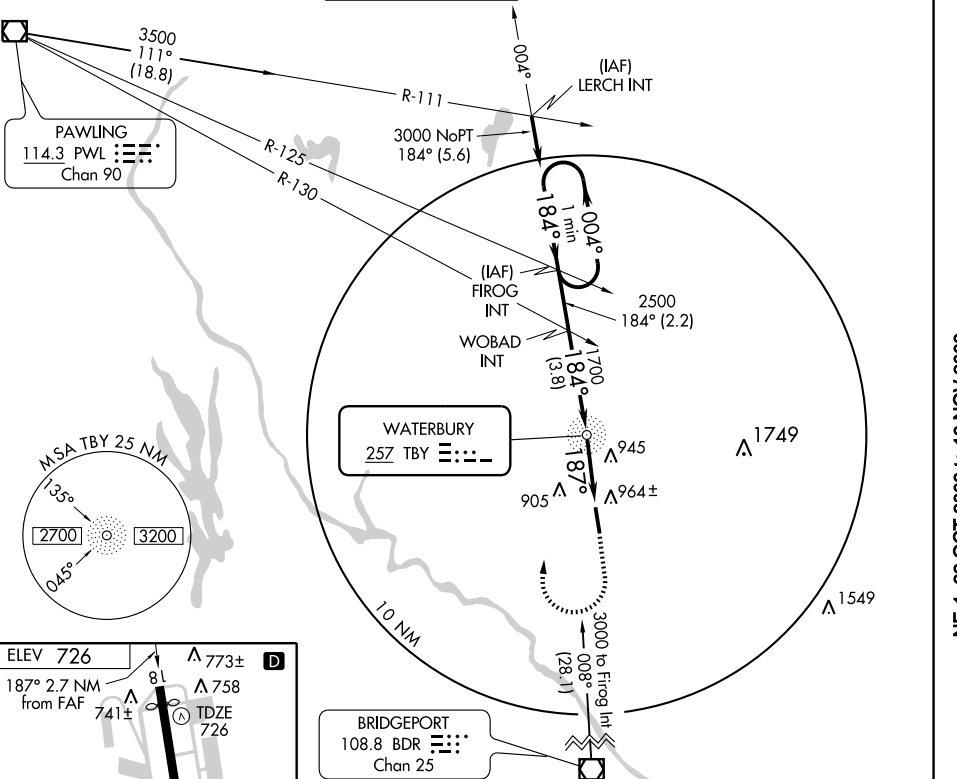
UNICOM  
122.7

▼

NA

MISSED APPROACH: Climb to 1400 then climbing right turn to 3000 direct TBY NDB and via TBY NDB bearing 004° to FIROG INT and hold.

ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER ★ 118.475 (CTAF) 0	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.7
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ELEV 726

187° 2.7 NM from FAF

741±

773±

758

TDZE 726

774

736±

774

739±

747

REIL Rwy 36

HIRL Rwy 18-36

One Minute Holding Pattern

FIROG INT

WOBAD INT

NDB

FIROG INT

3000

004°

184°

184°

2500

1700

187°

3.25°

TCH 56

2.2 NM

3.8 NM

2.7 NM

CATEGORY	A	B	C	D
S-18	1280-1	554 (600-1)	1280-1½ 554 (600-1½)	1280-1¾ 554 (600-1¾)
CIRCLING	1280-1	554 (600-1)	1280-1½ 554 (600-1½)	1320-2 594 (600-2)

FAF to MAP 2.7 NM

Knots	60	90	120	150	180
Min:Sec	2:42	1:48	1:21	1:05	0:54

NE-1, 22 OCT 2009 to 19 NOV 2009

WAAS  
CH **42901**  
**W18A**

APP CRS  
**185°**

Rwy Idg **5000**  
TDZE **726**  
Apt Elev **726**

▼

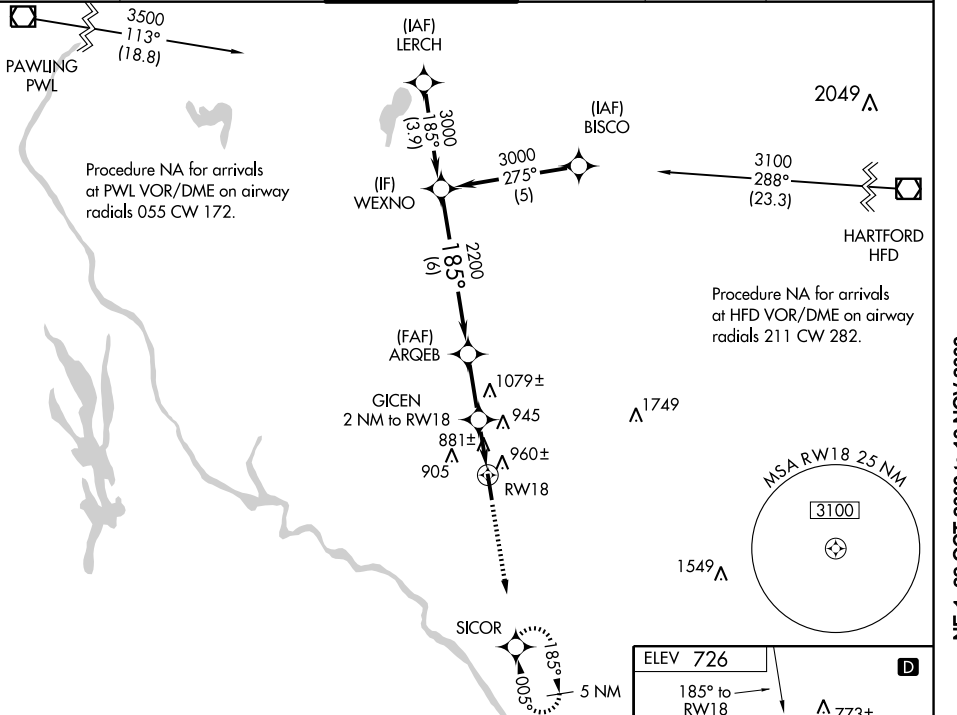
▲

⚠

DME/DME RNP-0.3 NA. If local altimeter setting not received, use Danbury altimeter setting and increase all DAs/MDAs 80 feet. For uncompensated Baro-VNAV systems, LNAV/VNAV NA below -16°C (4°F) or above 47°C (117°F). VDP and Baro-VNAV NA with Danbury altimeter setting. Visibility reduction by helicopters NA.

MISSED APPROACH: Climb to 2500 direct SICOR and hold.

ATIS <b>132.975</b>	NEW YORK APP CON <b>124.075 343.65</b>	OXFORD TOWER ★ <b>118.475</b> (CTAF) <b>0</b>	GND CON <b>121.65</b>	CLNC DEL <b>121.65</b>	UNICOM <b>122.7</b>
------------------------	---	--	--------------------------	---------------------------	------------------------



WEXNO		2500		SICOR
3000		185°		Procedure Turn NA
GS 3.00°		TCH 56		
ARQEB		*GICEN 2 NM to RW18		*LNAV Only
2200		*1.4 NM to RW18		
6 NM		2.4 NM		0.6
CATEGORY		A		B
LPV DA		1137-1½		411 (500-1½)
LNAV/VNAV DA		1208-1¾		482 (500-1¾)
LNAV MDA		1220-1		494 (500-1)
CIRCLING		1280-1¾		554 (600-1¾)

ELEV 726		185° to RW18	
741±		773±	
741±		758	
741±		TDZE 726	
741±		736±	
741±		774	
741±		739±	
741±		747	

REIL Rwy 36  
HIRL Rwy 18-36

NE-1, 22 OCT 2009 to 19 NOV 2009

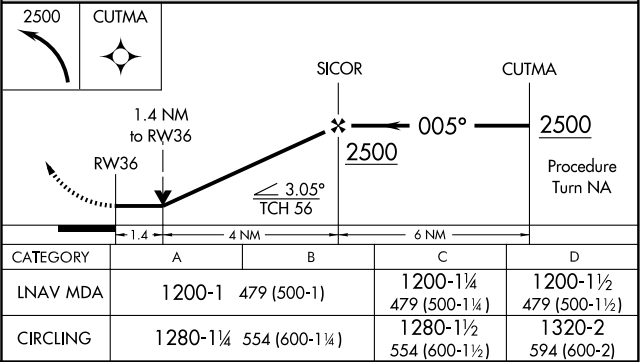
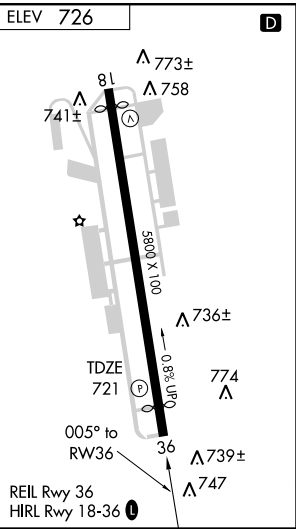
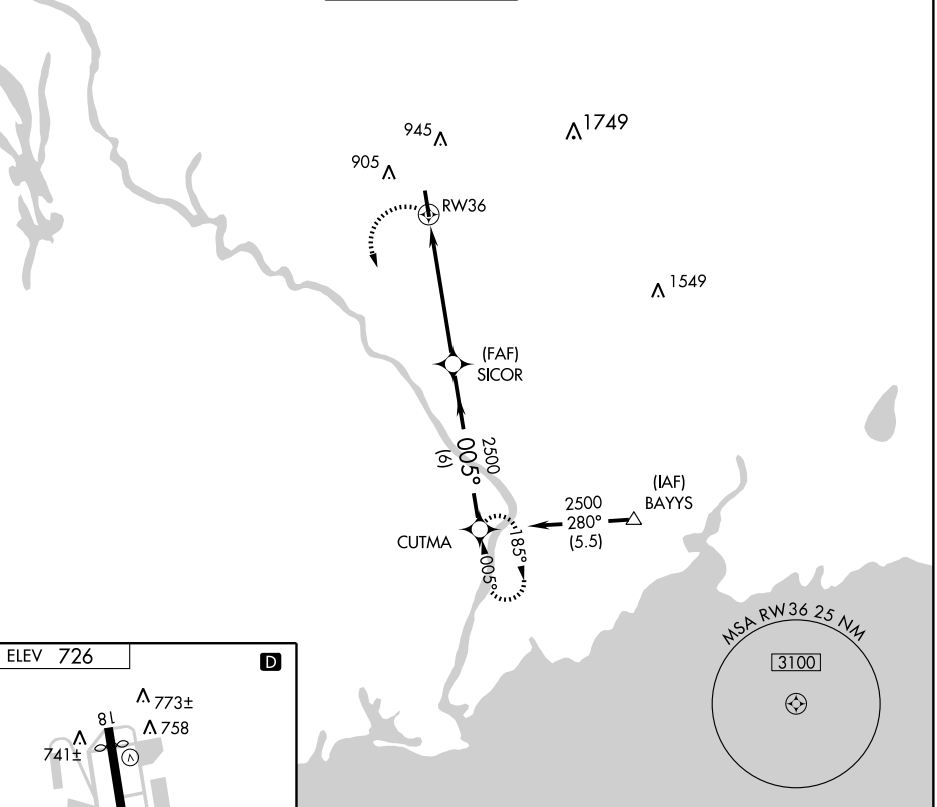
APP CRS	Rwy Idg	5000
005°	TDZE	721
	Apt Elev	726

RNAV (GPS) RWY 36

OXFORD / WATERBURY-OXFORD (OXC)

<div><div>▼</div><div>▲ NA</div></div>	GPS or RNP-0.3 required. DME/DME RNP-0.3 NA.	MISSED APPROACH: Climbing left turn to 2500 direct CUTMA WP and hold.
--	---	--

ATIS 132.975	NEW YORK APP CON 124.075 343.65	OXFORD TOWER ★ 118.475 (CTAF) ①	GND CON 121.65	CLNC DEL 121.65	UNICOM 122.7
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NE-1, 22 OCT 2009 to 19 NOV 2009

LOC/DME I-JD <b>108.35</b> Chan <b>20</b> (Y)	APP CRS <b>269°</b>	Rwy Idg TDZE <b>240</b> Apt Elev <b>247</b>	<b>4278</b>
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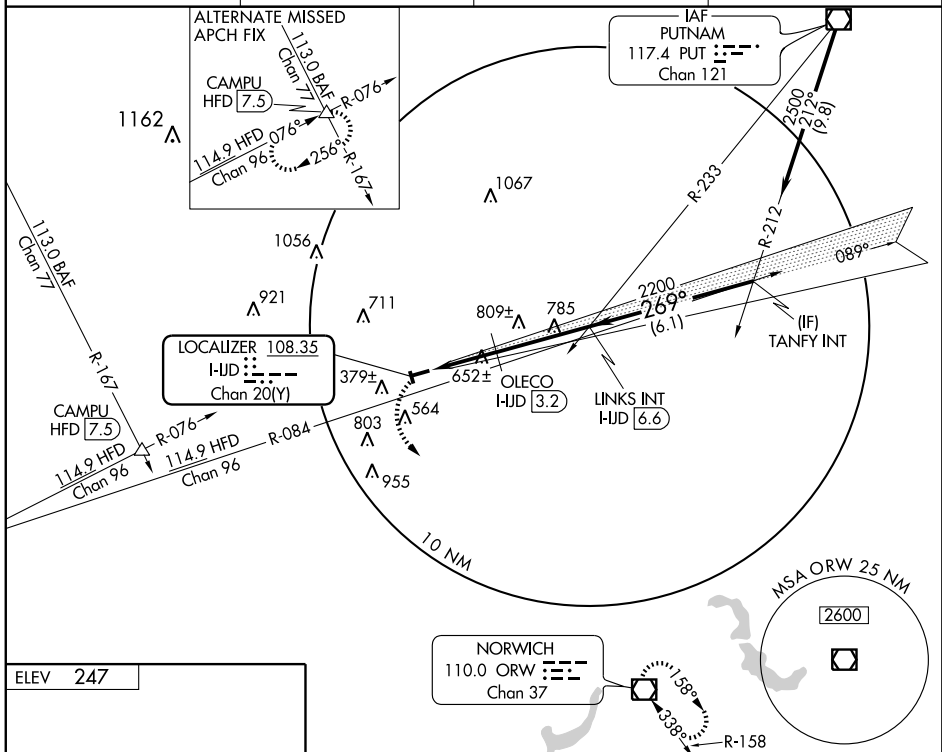
## LOC RWY 27

WILLIMANTIC/ WINDHAM (IJD)

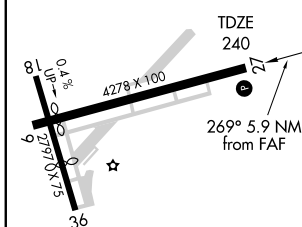
**⚠** Visibility reduction by helicopters NA. When local altimeter setting not received, use Windsor Locks altimeter setting and increase all MDA 80 feet and increase S-27 Cat C, Circling Cat C, OLECO fix minimums S-27 Cat B and C, and Circling Cat B and C visibilities ¼ mile.

**MISSED APPROACH:** Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS <b>133.675</b>	BRADLEY APP CON <b>127.8 269.325</b>	CLNC DEL <b>128.6</b>	UNICOM <b>122.975</b> (CTAF) <b>①</b>
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ELEV 247



REIL Rwy 27 **①**  
MIRL Rwy 9-27 **①**

FAF to MAP 5.9 NM

Knots	60	90	120	150	180
Min:Sec	5:54	3:56	2:57	2:22	1:58

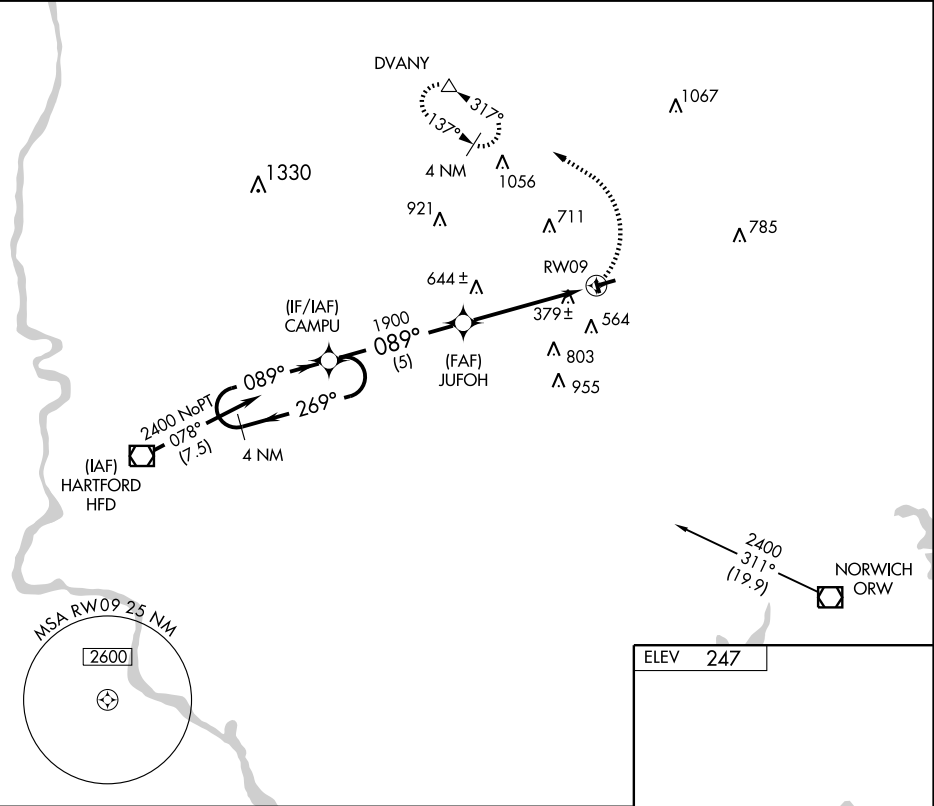
	2600	ORW 110.0 I-JD 0.7	*1120 when using Windsor Locks altimeter setting.	OLECO I-JD 3.2	LINKS INT I-JD 6.6	TANFY INT	2500
							Procedure Turn NA
							VGSI and descent angles not coincident.
CATEGORY	A	B	C	D			
S-27	1040-1 800 (800-1)	1040-1¼ 800 (800-1¼)	1040-2¼ 800 (800-2¼)	NA			
CIRCLING	1040-1 793 (800-1)	1040-1¼ 793 (800-1¼)	1040-2¼ 793 (800-2¼)	NA			
OLECO FIX MINIMUMS							
S-27	920-1 680 (700-1)	920-2 680 (700-2)	920-2 680 (700-2)	NA			
CIRCLING	920-1 673 (700-1)	920-2 713 (800-2)	920-2 713 (800-2)	NA			

APP CRS	Rwy Idg	4017
089°	TDZE	240
	Apt Elev	247

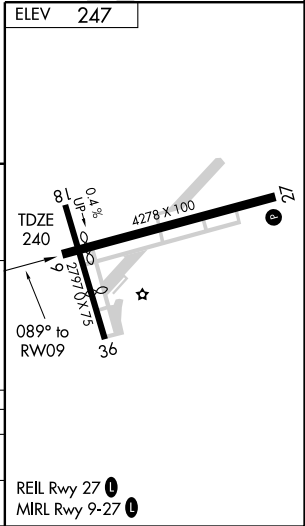
# RNAV (GPS) RWY 9

WILLIMANTIC / WINDHAM (IJD)

<div><div></div><div>GPS or RNP-0.3 required.</div><div></div><div>DME/DME RNP-0.3 NA.</div></div>		MISSED APPROACH: Climbing left turn to 2400 direct DVANY WP and hold.	
ASOS	BRADLEY APP CON	CLNC DEL	UNICOM
133.675	127.8 269.325	128.6	122.975 (CTAF) 0



<div>4 NM Holding Pattern</div> <div>2400 ← 269° / 089° → CAMPU</div> <div>JUFOH</div> <div>1900</div> <div>3.04° TCH 45</div> <div>5 NM</div> <div>5 NM</div> <div>RWY 09</div> <div>2400 DVANY</div>				
CATEGORY	A	B	C	D
LNAV MDA	900-1	660 (700-1)	900-1¾ 660 (700-1¾)	NA
CIRCLING	920-1	673 (700-1)	960-2 713 (800-2)	NA





APP CRS	Rwy Idg	<b>4278</b>
<b>270°</b>	TDZE	<b>240</b>
	Apt Elev	<b>247</b>

## RNAV (GPS) RWY 27

WILLIMANTIC / WINDHAM (IJD)



GPS or RNP-0.3 required.

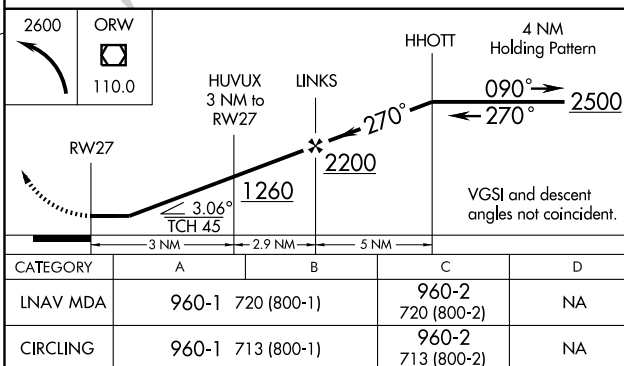
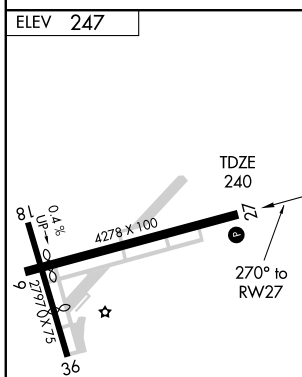
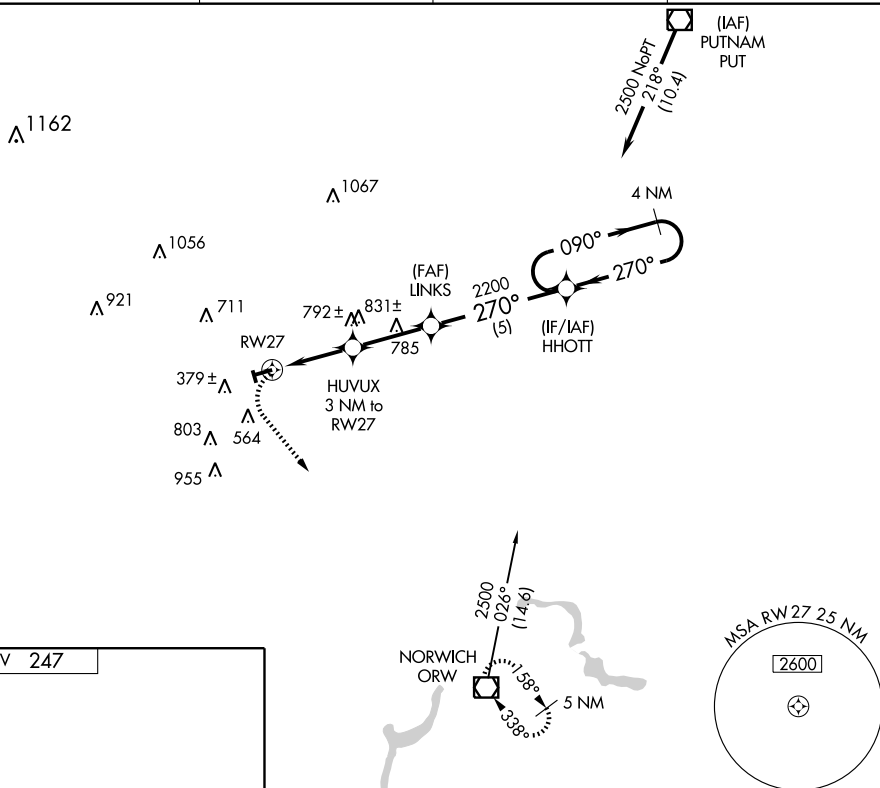
DME/DME RNP-0.3 NA.

**MISSED APPROACH:** Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS  
133,675

BRADLEY APP CON  
127.8 269.325

CLNC DEL  
**128.6**

UNICOM  
122.975 (CTAF) **L**

NE-1. 22 OCT 2009 to 19 NOV 2009

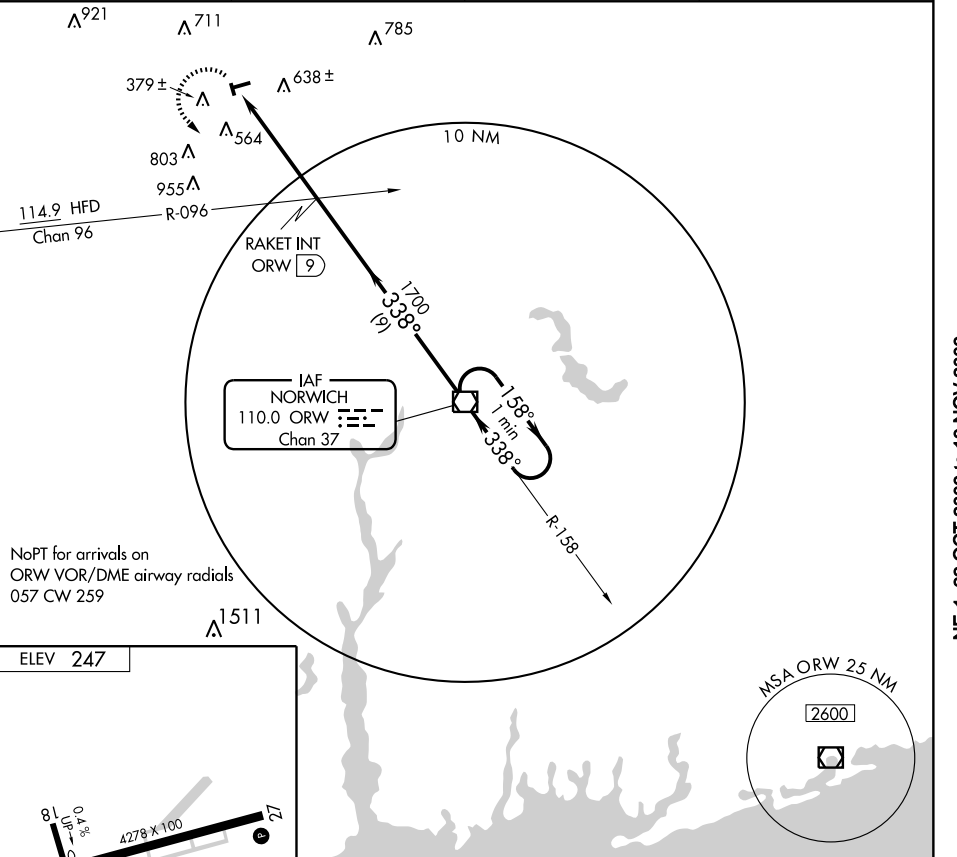
REIL Rwy 27 **L**  
MIRL Rwy 9-27 **L**

▼

▲

MISSED APPROACH: Climbing left turn to 2600 direct ORW VOR/DME and hold.

ASOS 133.675	BRADLEY APP CON 127.8 269.325	CLNC DEL 128.6	UNICOM 122.975 (CTAF) 0
-----------------	----------------------------------	-------------------	----------------------------



2600

ORW

110.0

ORW

13.7

RAKET INT

ORW

9

1700

338°

158°

2600

One Minute Holding Pattern

FAF to MAP 4.7 NM

338° 4.7 NM from FAF

REIL Rwy 27 0

MRL Rwy 9-27 0

4278 X 100

0.4%

0.6%

0.7%

0.8%

0.9%

1.0%

1.1%

1.2%

1.3%

1.4%

1.5%

1.6%

1.7%

1.8%

1.9%

2.0%

2.1%

2.2%

2.3%

2.4%

2.5%

2.6%

2.7%

2.8%

2.9%

3.0%

3.1%

3.2%

3.3%

3.4%

3.5%

3.6%

3.7%

3.8%

3.9%

4.0%

4.1%

4.2%

4.3%

4.4%

4.5%

4.6%

4.7%

4.8%

4.9%

5.0%

5.1%

5.2%

5.3%

5.4%

5.5%

5.6%

5.7%

5.8%

5.9%

6.0%

6.1%

6.2%

6.3%

6.4%

6.5%

6.6%

6.7%

6.8%

6.9%

7.0%

7.1%

7.2%

7.3%

7.4%

7.5%

7.6%

7.7%

7.8%

7.9%

8.0%

8.1%

8.2%

8.3%

8.4%

8.5%

8.6%

8.7%

8.8%

8.9%

9.0%

9.1%

9.2%

9.3%

9.4%

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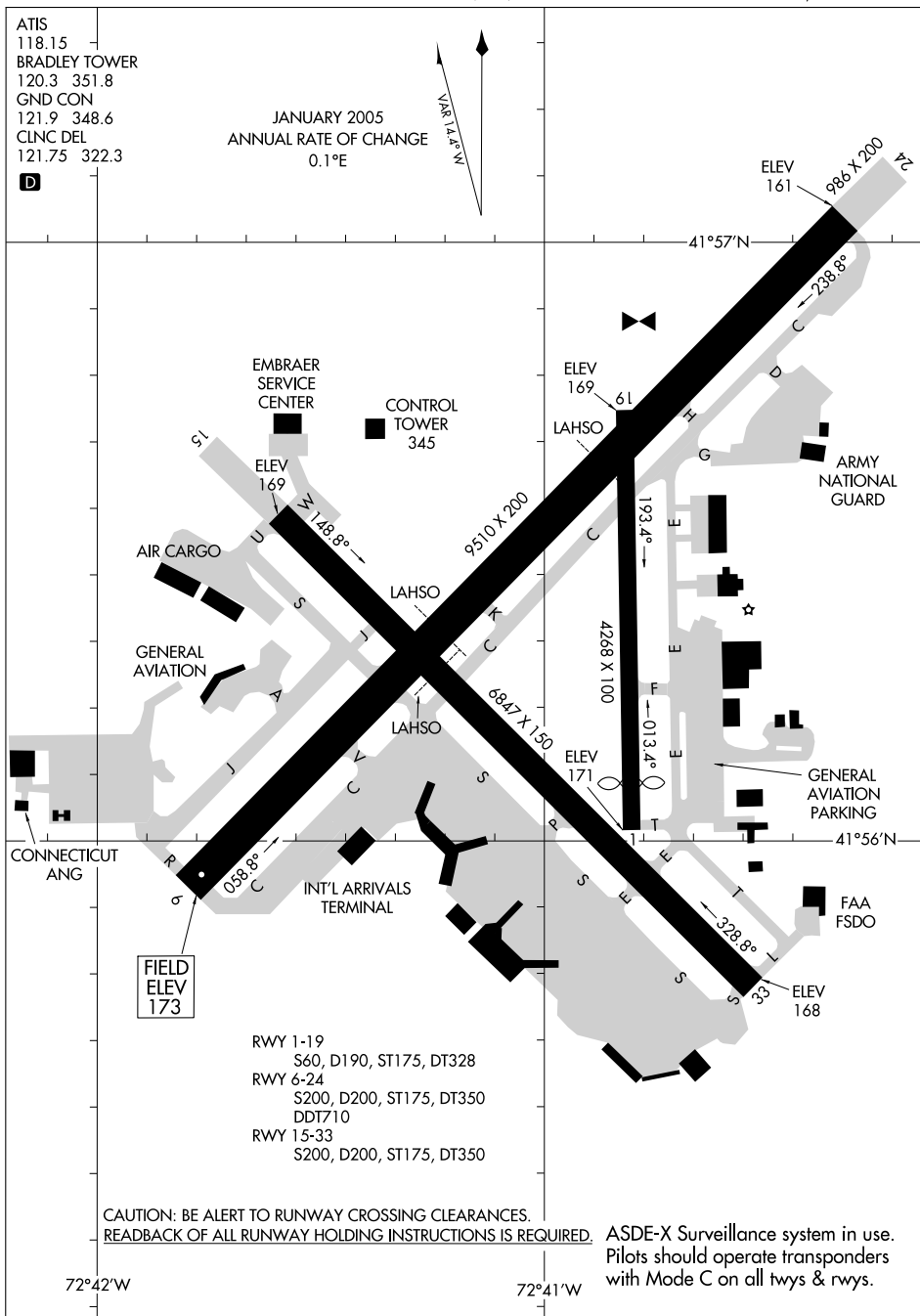
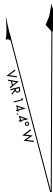
AL-460 (FAA)

WINDSOR LOCKS / BRADLEY INTL (BDL)  
WINDSOR LOCKS, CONNECTICUT

ATIS  
118.15  
BRADLEY TOWER  
120.3 351.8  
GND CON  
121.9 348.6  
CLNC DEL  
121.75 322.3

D

JANUARY 2005  
ANNUAL RATE OF CHANGE  
0.1°E



NE-1, 22 OCT 2009 to 19 NOV 2009

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
REDBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

ASDE-X Surveillance system in use.  
Pilots should operate transponders  
with Mode C on all twys & rwys.

72°42'W

72°41'W

## BRADLEY SEVEN DEPARTURE

WINDSOR LOCKS/ BRADLEY INTL (BDL)  
WINDSOR LOCKS, CONNECTICUT

ATIS 118.15

CLNC DEL

121.75 322.3

GND CON

121.9 348.6

BRADLEY TOWER

120.3 351.8

CHESTER

115.1 CTR

Chan 98

N42°17.48'-W72°56.96'

L-33-34, H-10-11-12

BARNES

113.0 BAF

Chan 77

N42°09.72'-W72°42.97'

L-33-34, H-10-11-12

MOBBS

N42°07.51'

W73°15.61'

L-33-34

V405

R-280

VEERS

N41°54.63'

W73°17.10'

L-33-34

PAWLING

114.3 PWL

Chan 90

N41°46.19'-W73°36.03'

L-33-34, H-10-12

HARTFORD

114.9 HFD

Chan 96

N41°38.46'-W72°32.86'

L-33-34, H-10-12

MADISON

110.4 MAD

Chan 41

N41°18.83'-W72°41.53'

L-33-34, H-10-12

GROTON

110.85 GON

Chan 45(Y)

N41°19.82'-W72°03.12'

L-33-34, H-10-12

PROVIDENCE

115.6 PVD

Chan 103

N41°43.46'-W71°25.78'

L-33-34, H-10-11-12

NORWICH

110.0 ORW

Chan 37

N41°33.38'-W71°59.96'

L-33-34, H-10-12

DREEM

N42°21.71'

W71°44.57'

L-33-34

KEENE

109.4 EEN

Chan 31

N42°47.66'-W72°17.51'

L-32-33, H-11-12

GARDNER

110.6 GDM

Chan 43

N42°32.76'-W72°03.49'

L-33-34, H-11-12

VAPER

N42°25.45'

W72°29.01'

L-33-34

BRADLEY

109.0 BDL

Chan 27

N41°56.46'-W72°41.31'

L-33-34, H-10-11-12

PUTNAM

117.4 PUT

Chan 121

N41°57.33'-W71°50.65'

L-33-34, H-10-11-12

R-071

R-279

R-263

R-053

R-280

R-071

R-279

R-263

R-053

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R-263

R-053

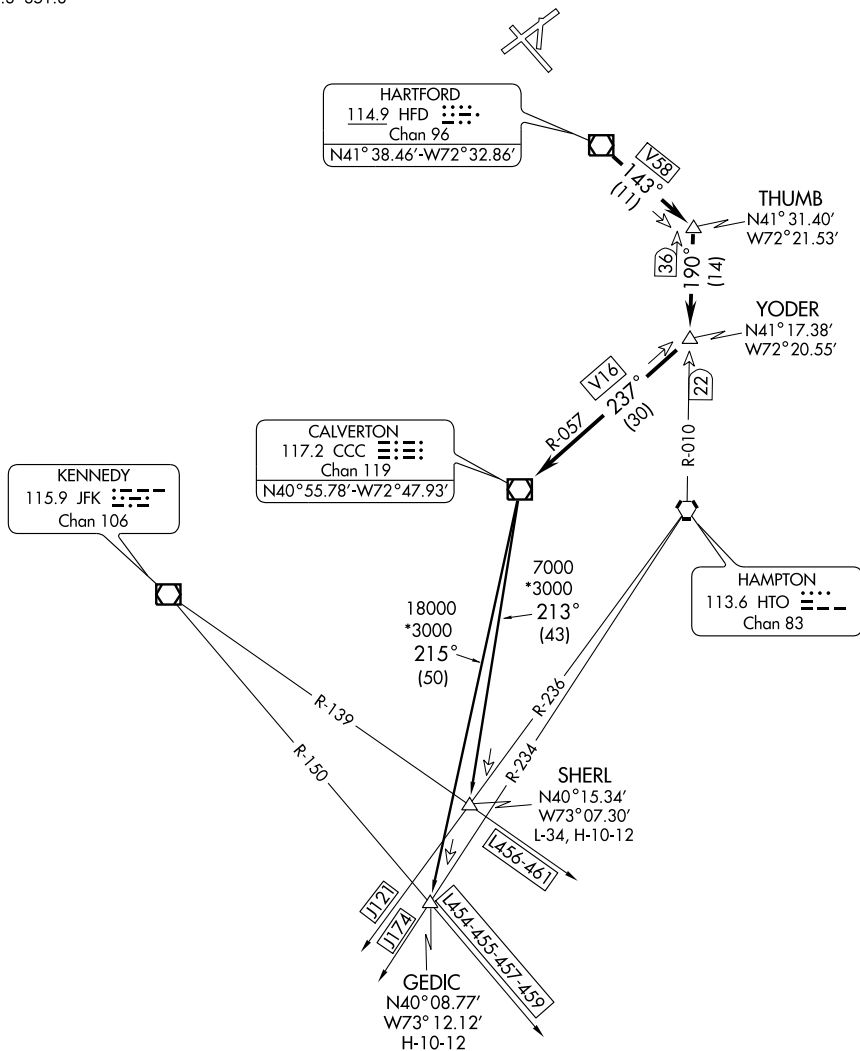
R-280

R-071

## COASTAL TWO DEPARTURE (HI)

WINDSOR LOCKS, CONNECTICUT

ATIS 118.15  
CLNC DEL  
121.75 322.3  
GND CON  
121.9 348.6  
TOWER  
120.3 351.8



NOTE: Chart not to scale.

(NARRATIVE ON FOLLOWING PAGE)

## COASTAL TWO DEPARTURE (HI)

## DEPARTURE ROUTE DESCRIPTION

NOTE: INITIAL DEPARTURE HEADINGS ARE PREDICATED ON AVOIDING NOISE SENSITIVE AREAS. FLIGHT CREW AWARENESS AND COMPLIANCE IS IMPORTANT IN MINIMIZING NOISE IMPACTS ON SURROUNDING COMMUNITIES.

MAINTAIN 4000 FEET OR ASSIGNED ALTITUDE. EXPECT CLEARANCE TO REQUESTED FLIGHT LEVEL TEN (10) MINUTES AFTER DEPARTURE.

NOTE: APPROPRIATE DEPARTURE CONTROL FREQUENCY TO BE ASSIGNED BY ATC.

TAKE-OFF RWY 6: Turn right heading 075° or as assigned for radar vectors to HFD VOR/DME. Thence. . . .

TAKE-OFF ALL OTHER RUNWAYS: Fly runway heading or as assigned for radar vectors to HFD VOR/DME. Thence. . . .

. . . . From over HFD VOR/DME proceed via the HFD R-143 to THUMB INT, then proceed via the HTO R-010 to YODER INT, then via the CCC R-057 to CCC VOR/DME. Then via (transition) or (assigned route).

GEDIC TRANSITION (CSTL2.GEDIC): From over CCC VOR/DME via CCC R-215 to GEDIC INT.

SHERL TRANSITION (CSTL2.SHERL): From over CCC VOR/DME via CCC R-213 to SHERL INT.

LOC/DME I-BDL <u>111.1</u> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg <b>9509</b> TDZE <b>173</b> Apt Elev <b>173</b>
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## COPTER ILS or LOC RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)

<b>T</b>	For inoperative ALSF-2 increase H-ILS visibility to
<b>A</b> NA	RVR 2400 and H-LOC visibility to RVR 5000.

ALSF-2

MISSED APPROACH: Climb to 3000 via BDL  
R-060 to ERICS Int/BDL 13.9 DME and hold.

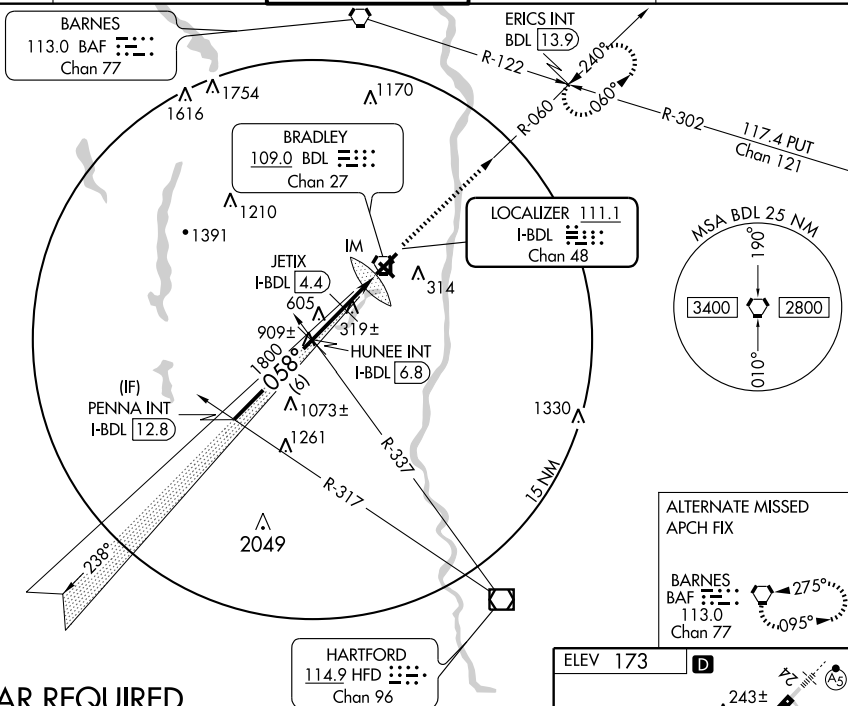
ATIS  
**118.15**

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

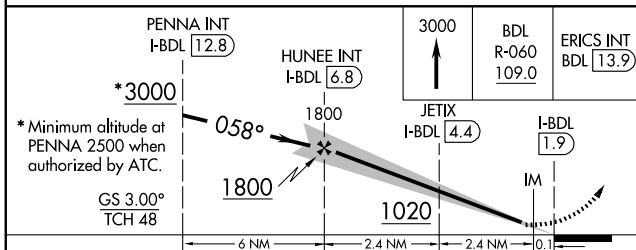
GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



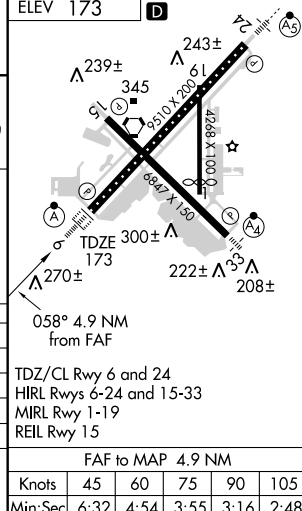
NE-1. 22 OCT 2009 to 19 NOV 2009

## RADAR REQUIRED



CATEGORY	COPTER
H-ILS 6	273/12 100 (100-¼)
H-LOC 6	1020/24 847 (900-½)
	JETIX FIX MINIMUMS
H-LOC 6	580/24 407 (500-½)

COPTER ILS CATEGORY II - SPECIAL AIRCREW  
& AIRCRAFT CERTIFICATION REQUIRED



## DEER PARK TWO ARRIVAL

WINDSOR LOCKS, CONNECTICUT

BRADLEY APP CON  
123.95 348.3  
ATIS  
118.15

BARNES  
MUNI

WESTOVER ARB/  
METROPOLITAN

BRADLEY  
INTL

LOCALIZER 111.1  
I-BDL  
Chan 48  
N41°57.30'-W72°39.99'

BRISS  
N41°42.08'  
W73°00.94'

MADISON  
110.4 MAD  
Chan 41  
N41°18.83'-W72°41.53'

Expect to cross  
at 11,000'.

CARMEL  
116.6 CMK  
Chan 113

11000  
053°  
(42)

DEER PARK  
117.7 DPK  
Chan 124

N40°47.51'-W73°18.22'  
L-33-34, H-10-12

NOTE: Chart not to scale.

From over DPK VORTAC via DPK R-053 and MAD R-235 to MAD VOR/DME, thence from MAD VOR/DME via MAD R-341 to BRISS INT. Expect radar vectors to final approach course prior to BRISS INT when landing other than Bradley Runway 6.



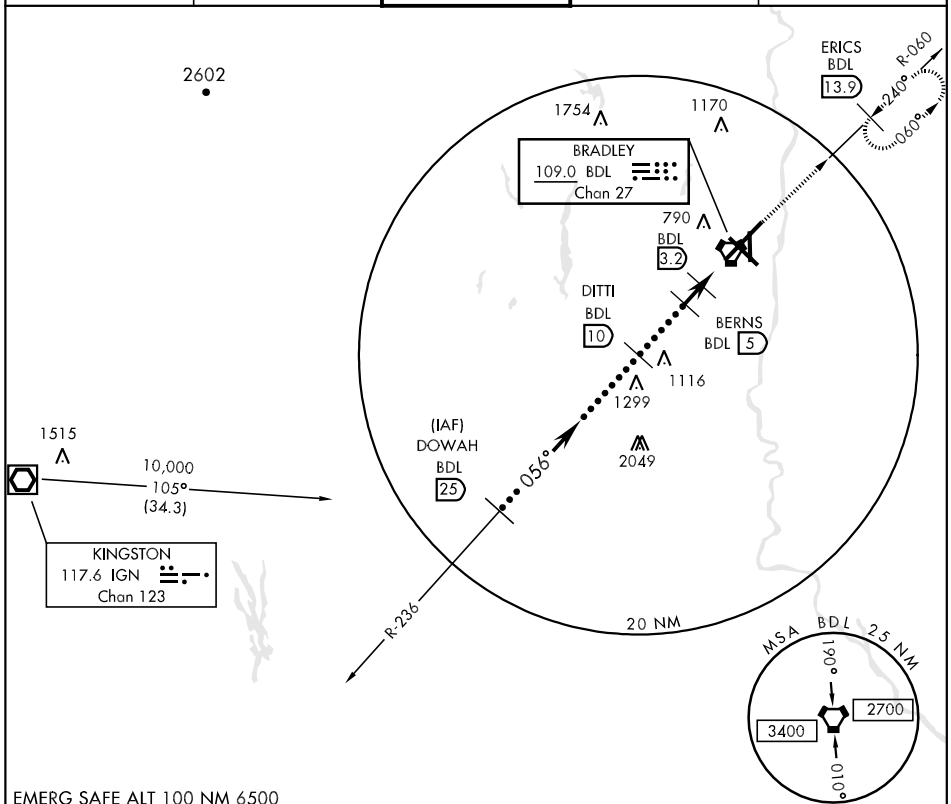
VORTAC BDL <b>109.0</b> Chan <b>27</b>	APCH CRS <b>056°</b>	Rwy Idg <b>9510</b> TDZE <b>174</b> Arpt Elev <b>173</b>
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JAL-460 [USAF]

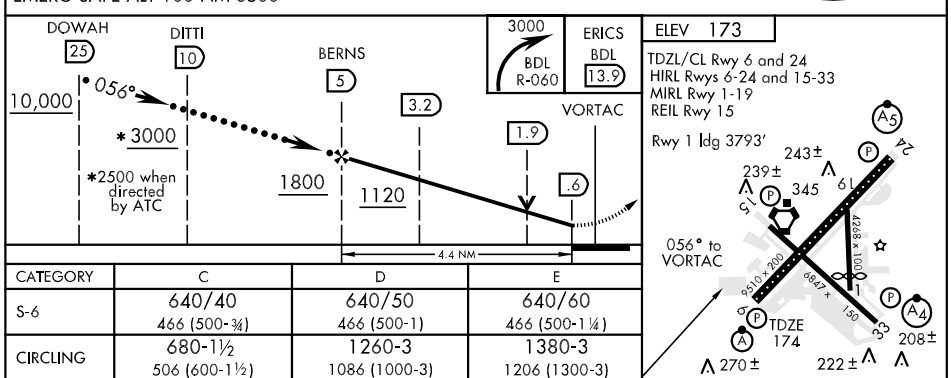
WINDSOR LOCKS/ BRADLEY INTL (KBDL)

**MISSED APPROACH:** Climb to 3000 via BDL R-060 to ERICS/BDL 13.9 DME and hold.

ATIS 118.15	BRADLEY APP CON 127.225 323.2	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3
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EMERG SAFE ALT 100 NM 6500



WINDSOR LOCKS, CONNECTICUT

41° 56'N-72° 41'W

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

Orig-A 07130

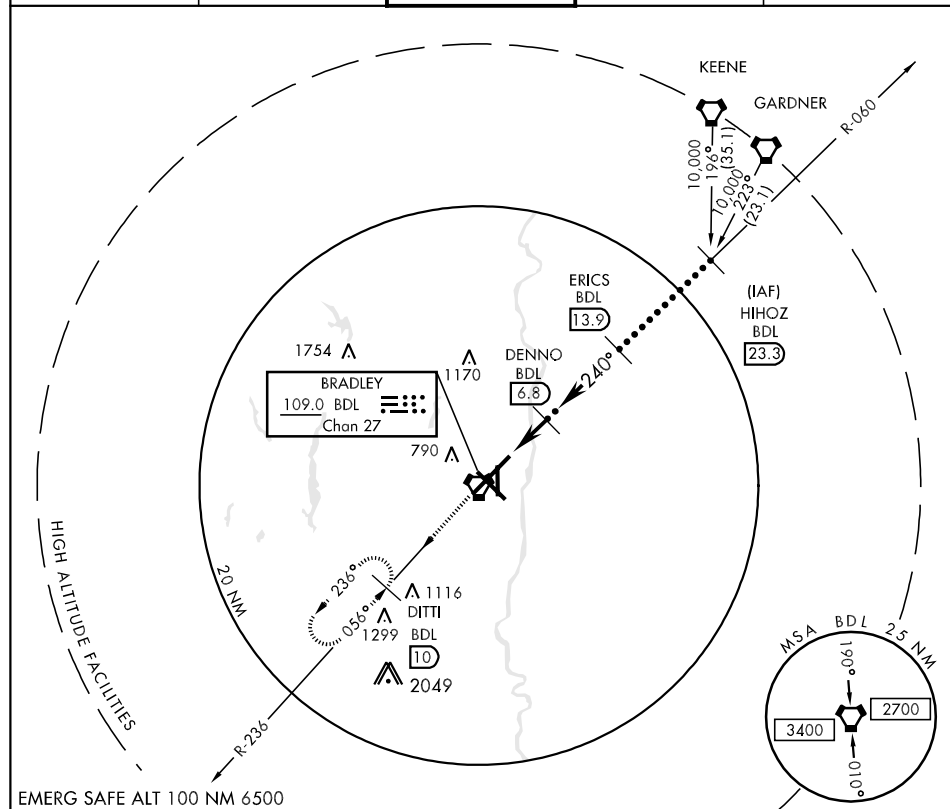
U TAGANI VOP/DAE DVA /

VORTAC BDL 109.0 Chan 27	APCH CRS 240°	Rwy ldg 9510 TDZE 171 Arpt Elev 173
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JAL-460 [USAF]

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

<div> <div> <div>▼</div> <div>MALSRL</div> <div> <div>A5</div> <div> <div>DECEL</div> <div> <div>1000</div> <div>1000</div> </div> </div> </div> </div> <div>MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI/BDL 10 DME and hold.</div> </div>				
ATIS 118.15	BRADLEY APP CON 127.225 323.2	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3



EMERG SAFE ALT 100 NM 6500

<div> <div>3000</div> <div>BDL R-236</div> </div>	<div> <div>DITTI BDL</div> <div>10</div> </div>	<div> <div>ERICS</div> <div>13.9</div> </div>	<div> <div>HIHOZ</div> <div>23.3</div> </div>
<div> <div>VORTAC BDL</div> <div>1.9</div> </div>	<div> <div>BDL</div> <div>2</div> </div>	<div> <div>DENNO</div> <div>6.8</div> </div>	<div> <div>3000</div> </div>
<div> <div>2200</div> </div>	<div> <div>240°</div> </div>	<div> <div>240°</div> </div>	<div> <div>240°</div> </div>
<div> <div>5.9 NM</div> </div>	<div> <div>3.19°</div> </div>	<div> <div>TCH 59</div> </div>	<div> <div>VGSI and descent angles not coincident</div> </div>
CATEGORY	C	D	E
S-24	560/24 389 (400-1/2)	560/50 389 (400-1)	
CIRCLING	680-1 1/2 506 (600-1 1/2)	1260-3 1086 (1000-3)	1380-3 1206 (1300-3)

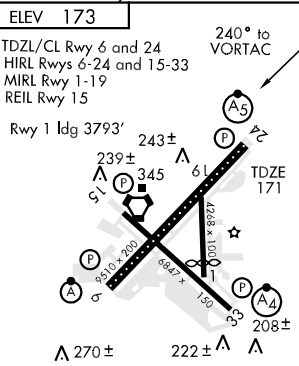
WINDSOR LOCKS, CONNECTICUT

41° 56'N-72° 41'W

WINDSOR LOCKS/ BRADLEY INTL (KBDL)

Amdt 1 02130

HI-TACAN or VOR/RWY 24

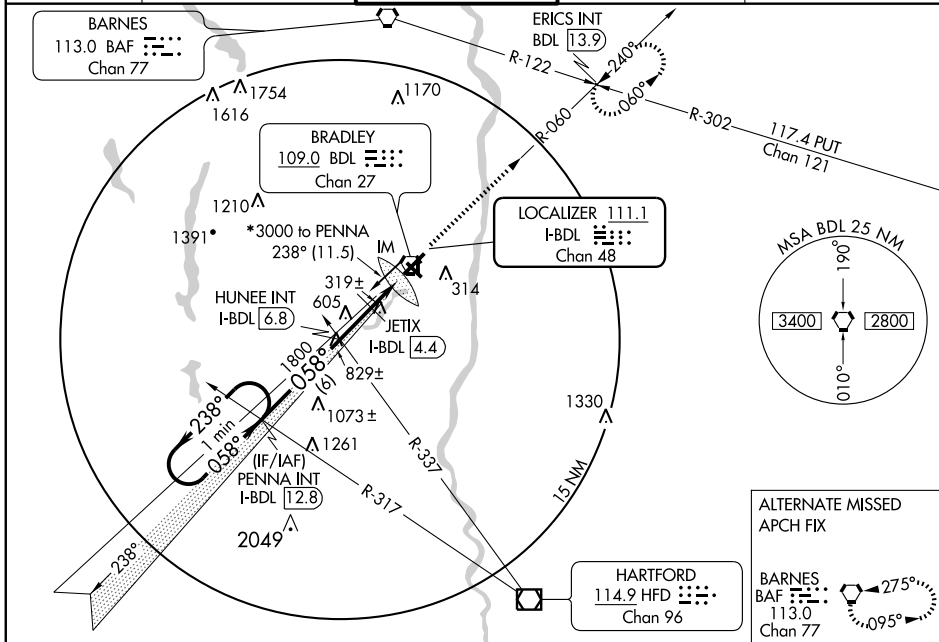


LOC/DME I-BDL <u>111.1</u> Chan <b>48</b>	APP CRS <b>058°</b>	Rwy Idg <b>9509</b> TDZE <b>173</b> Apt Elev <b>173</b>
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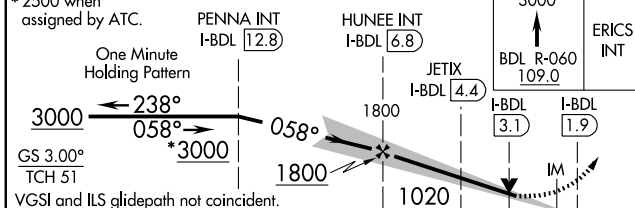
ILS or LOC RWY 6  
WINDSOR LOCKS / BRADLEY INTL (BDL)

 	ALSF-2 	MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.
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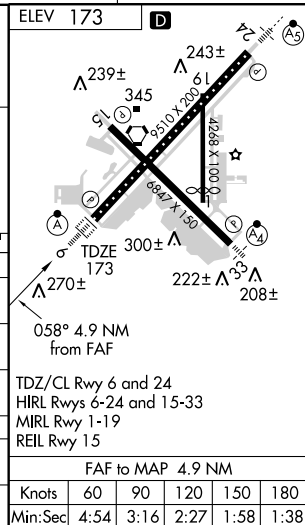
ATIS 118.15	BRADLEY APP CON 127.225 323.2	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3
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\* 2500 when assigned by ATC.

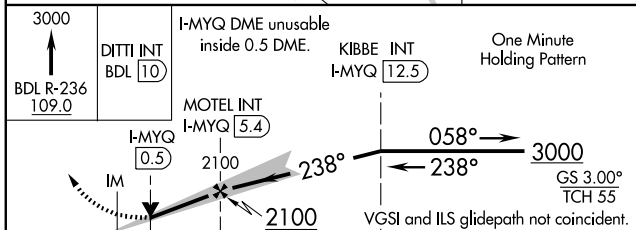
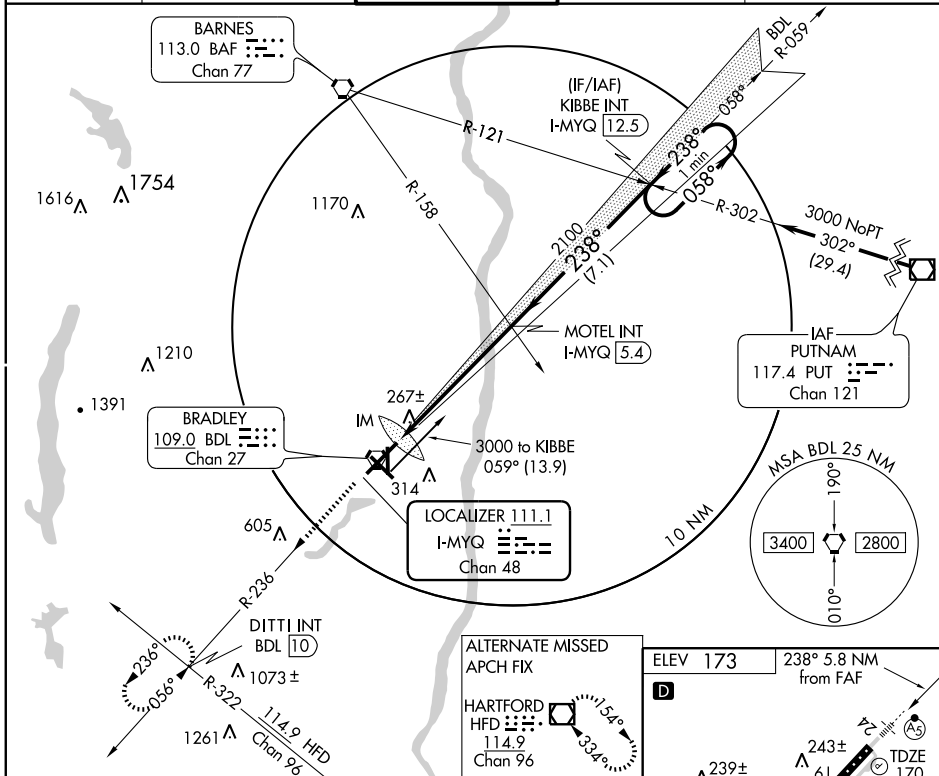


		6 NM		2.4 NM	1.3 NM	1 NM	0.1
CATEGORY	A	B	C	D			
S-ILS 6	373/18 200 (200-½)						
S-LOC 6	1020/24 847 (900-½)	1020/40 847 (900-¾)	1020-2 847 (900-2)	1020-2¼ 847 (900-2¼)			
CIRCLING	1020-1 847 (900-1)	1020-1¼ 847 (900-1¼)	1020-2½ 847 (900-2½)	1020-2¾ 847 (900-2¾)			
JETIX FIX MINIMUMS							
S-LOC 6	580/24 407 (500-½)		580/40 407 (500-¾)				
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)		1000-2¾ 827 (900-2¾)		

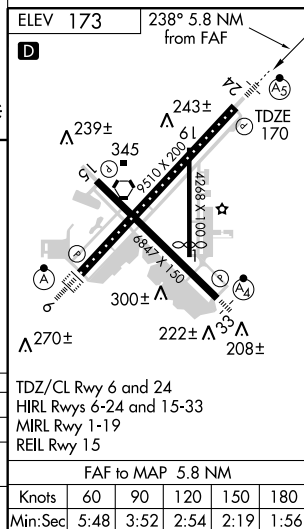


ILS or LOC RWY 24  
WINDSOR LOCKS / BRADLEY INTL (BDL)

			MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.		
ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>	



	0.2	0.7	4.9 NM	7.1 NM	
CATEGORY	A	B	C	D	
S-ILS 24	370/18 200 (200-½)				
S-LOC 24	540/24 370 (400-½)			540/40 370 (400-¾)	
CIRCLING	680-1 507 (600-1)		680-1½ 507 (600-1½)		1000-2¾ 827 (900-2¾)



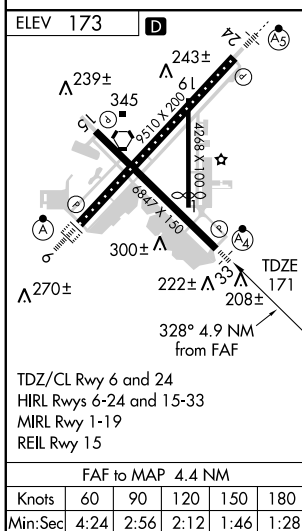
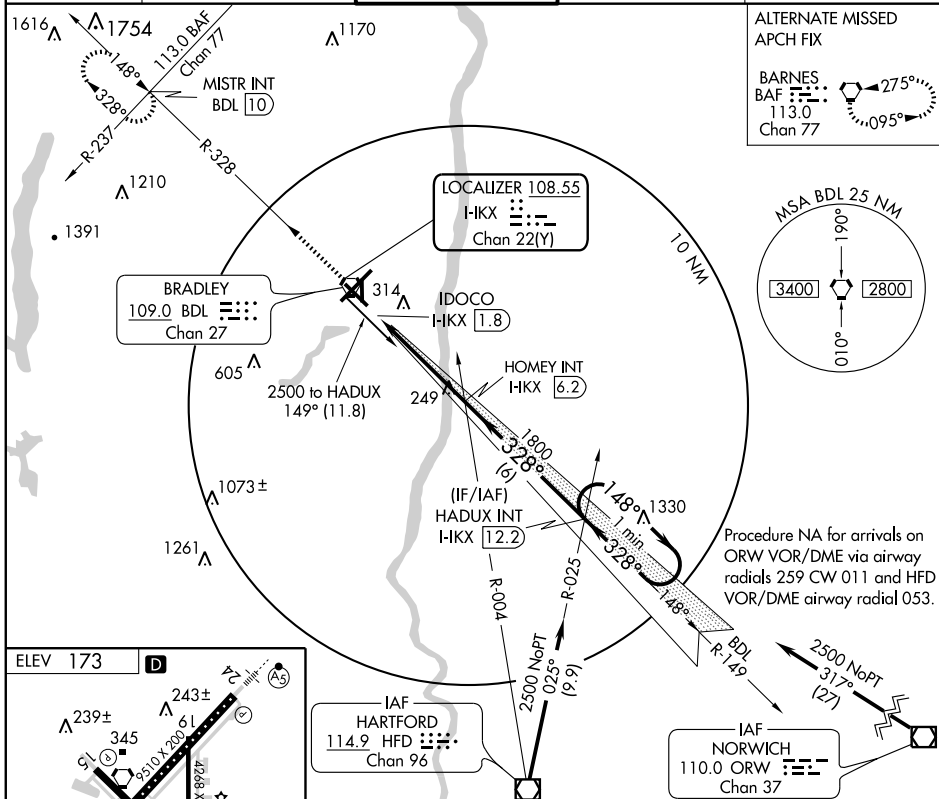
ILS or LOC RWY 33  
WINDSOR LOCKS / BRADLEY INTL (BDL)

MALSF



**MISSED APPROACH:** Climb to 3500 via BDL  
VORTAC R-328 to MISTR Int/BDL 10 DME  
and hold, continue climb-in-hold to 3500.

ATIS 118.15	BRADLEY APP CON 127.225 323.2	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3
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3500  
↑  
BDL R-328  
109.0

MISTR INT  
BDL 10

HADUX INT  
I-KX 12.2

One Minute  
Holding Pattern

HOMEY INT  
I-KX 6.2

148° → 2500  
← 328°

GS 3.00°  
TCH 59

VGS1 and ILS  
glidepath not coincident.

1800

1800

0.5 0.7 3.7 NM 6 NM

CATEGORY	A	B	C	D
S-ILS 33		371/40	200 (200-¾)	
S-LOC 33	600/40	429 (500-¾)	600/60 429 (500-1¼)	600-1½ 429 (500-1½)
CIRCLING	680-1	507 (600-1)	680-1½ 507 (600-1½)	1000-2¾ 827 (900-2¾)

**ILS RWY 6 (CAT II)**  
WINDSOR LOCKS / BRADLEY INTL (BDL)

**T**  
**A**

ALSF-2

**MISSED APPROACH:** Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.


ATIS  
118.15


BRADLEY APP CON  
127.225 323.2


BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**

BARNES  
113.0 BAF   
Chan 77

BRADLEY  
109.0 BDL   
Chn 27

LOCALIZER 111.1  
I-BDL   
Chan 48

117.4 PUT  
Chan 121

HUNEE INT 605  
I-BDL 6.8

ALTERNATE MISSED  
APCH FIX

BARNES  
BAF 113.0  
Chan 77

ELEV 173

**D**

\*2500 when assigned by ATC.

PENNA INT  
I-BDL 12.8

HUNEE INT  
I-BDL (6.8)

30	BDL	109
----	-----	-----

ERIC  
INT

## One Minute Holding Pattern

$$3000 \xleftarrow{238^\circ} \frac{0.508}{\text{m}}$$

GS 3.00  
TCH 51

VGS and ILS glidepath not coincident.

## CATEGORY

A

1

--	--

C

273/12 100 RA 101

## CATAGORY II ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED

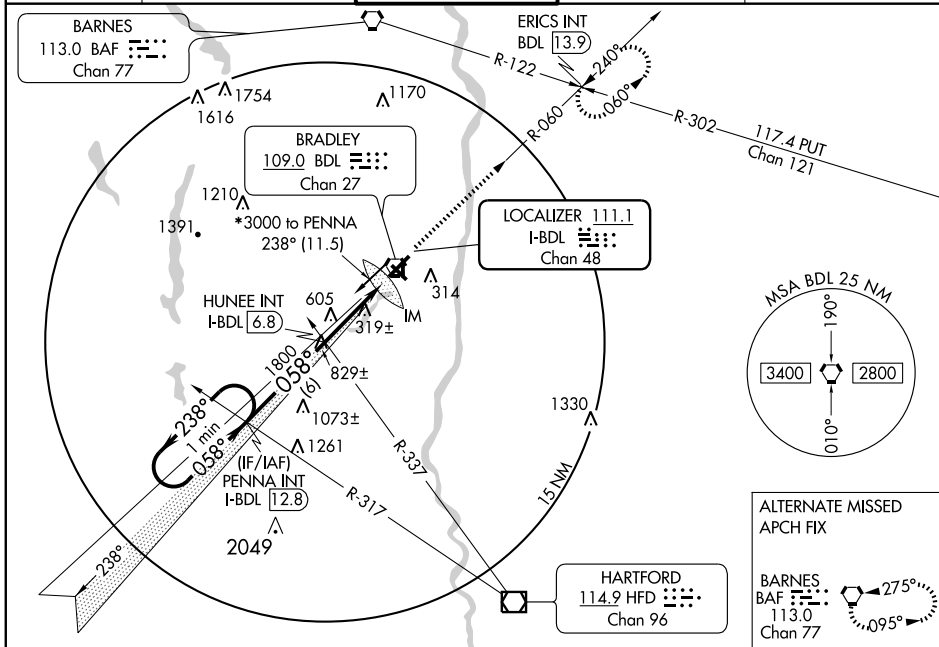
TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

LOC/DME I-BDL <b>111.1</b> Chan 48	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev <b>9509</b> <b>173</b> <b>173</b>
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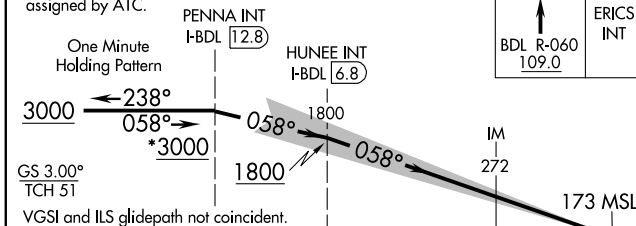
# ILS RWY 6 (CAT III)

## WINDSOR LOCKS / BRADLEY INTL (BDL)

		ALSF-2 	MISSED APPROACH: Climb to 3000 via BDL VORTAC R-060 to ERICS Int/BDL 13.9 DME and hold.	
ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>

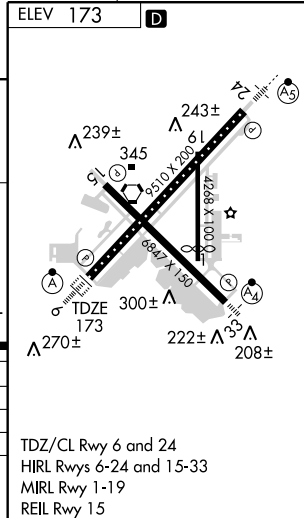


\*2500 when assigned by ATC.



CATEGORY	A	B	C	D
S-ILS 6				CAT IIIA RVR 07
S-ILS 6				CAT IIIB RVR 06
S-ILS 6				CAT IIIC NA

### CATAGORY III ILS-SPECIAL AIRCREW & AIRCRAFT CERTIFICATION REQUIRED



TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

WAAS Ch <b>70328</b> <b>W06A</b>	APP CRS <b>058°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>173</b> <b>173</b>
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▽

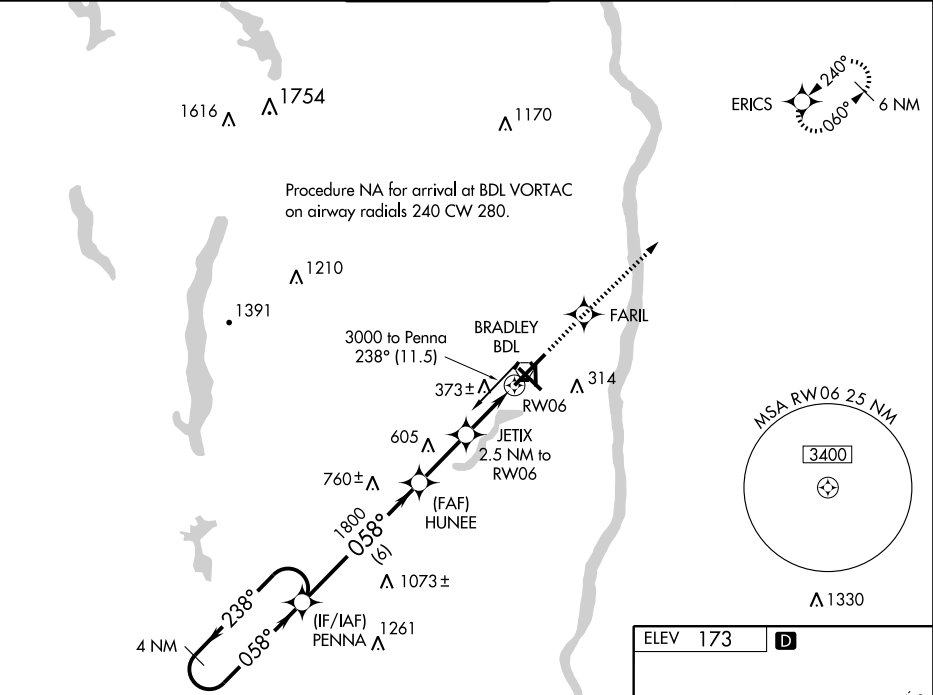
▲

DME/DME RNP -0.3 NA.  
Baro-VNAV NA below -15°C (5°F).  
For inoperative ALSF-2, increase  
LPV visibility to RVR 6000 all Cats.

ALSF-2

MISSED APPROACH: Climb to 3000 direct  
FARIL and via 060° track to ERICS and hold.

ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>
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\* Minimum altitude at PENNA 2500 when assigned by ATC.

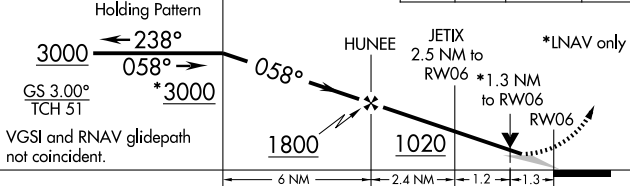
3000

FARIL

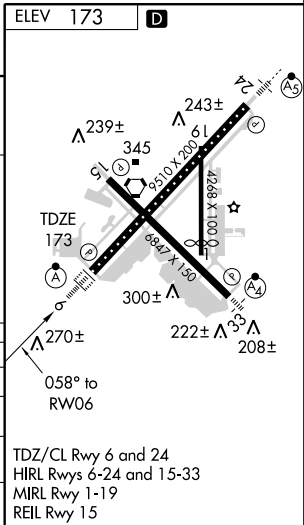
↑

ERICS

TRK 060°



CATEGORY	A	B	C	D
LPV DA	514/40 341 (400-¾)			
RNAV/ VNAV DA	669/60 496 (500-1¼)			
RNAV MDA	640/24 467 (500-½)		640/40 467 (500-1¾)	640/50 467 (500-1)
CIRCLING	680-1¾ 507 (600-1¾)		1000-2¾ 827 (900-2¾)	



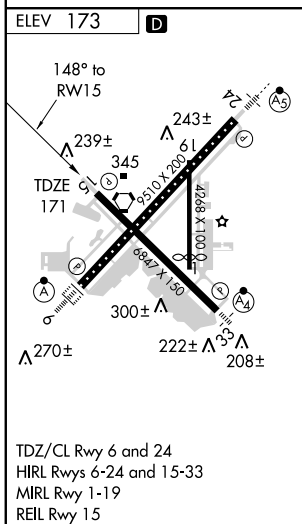
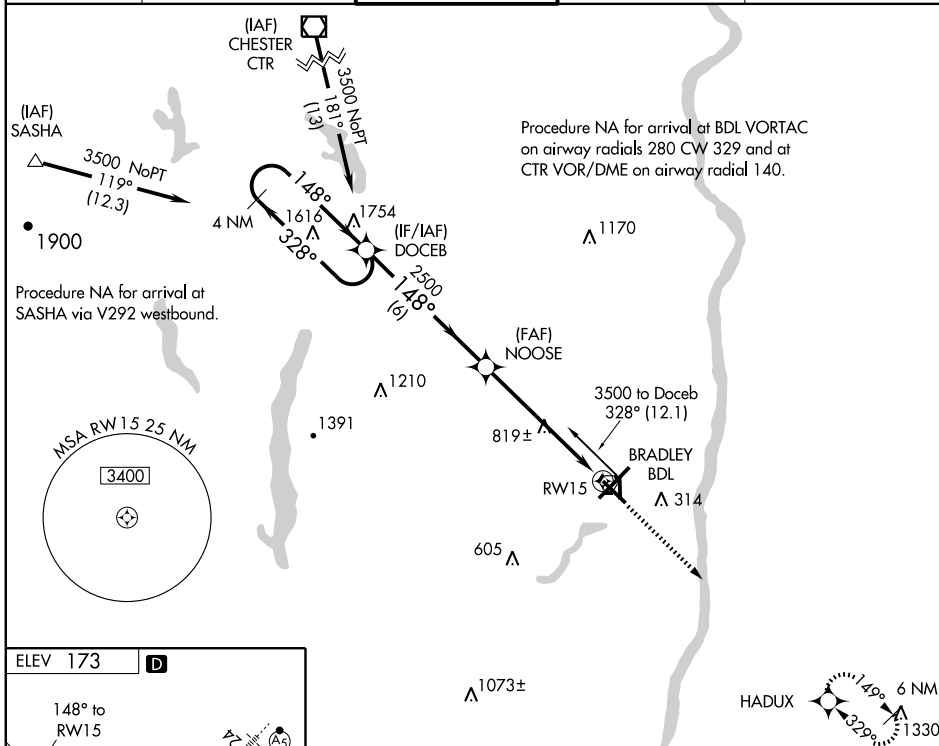


WAAS Ch <b>60928</b> <b>W15A</b>	APP CRS <b>148°</b>	Rwy Idg TDZE Apt Elev	<b>6847</b> <b>171</b> <b>173</b>
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# RNAV (GPS) RWY 15

## WINDSOR LOCKS / BRADLEY INTL (BDL)

 		DME/DME RNP -0.3 NA.		MISSED APPROACH: Climb to 3000 direct HADUX and hold.	
ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>		GND CON <b>121.9 348.6</b>	CINC DEL <b>121.75 322.3</b>



4 NM Holding Pattern		DOCEB	NOOSE	3000	HADUX
3500		328°	148°	148°	*2.3 NM to RW15
GS 3.60°		TCH 60	2500	*LNAV only.	RW15
		6 NM	3.6 NM	2.3	
CATEGORY	A	B	C	D	
LPV DA	525-1	354 (400-1)		NA	
LNAV/VNAV DA	NA				
LNAV MDA	1080-1¼	909 (1000-1¼)	1080-2¾	909 (1000-2¾)	NA
CIRCLING	1080-1¼	907 (1000-1¼)	1080-2¾	907 (1000-2¾)	NA

TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

WAAS Ch <b>97310</b> <b>W24A</b>	APP CRS <b>238°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>170</b> <b>173</b>
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# RNAV (GPS) RWY 24

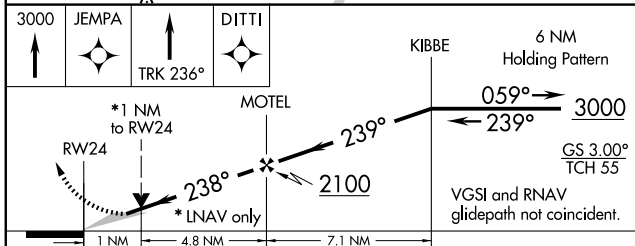
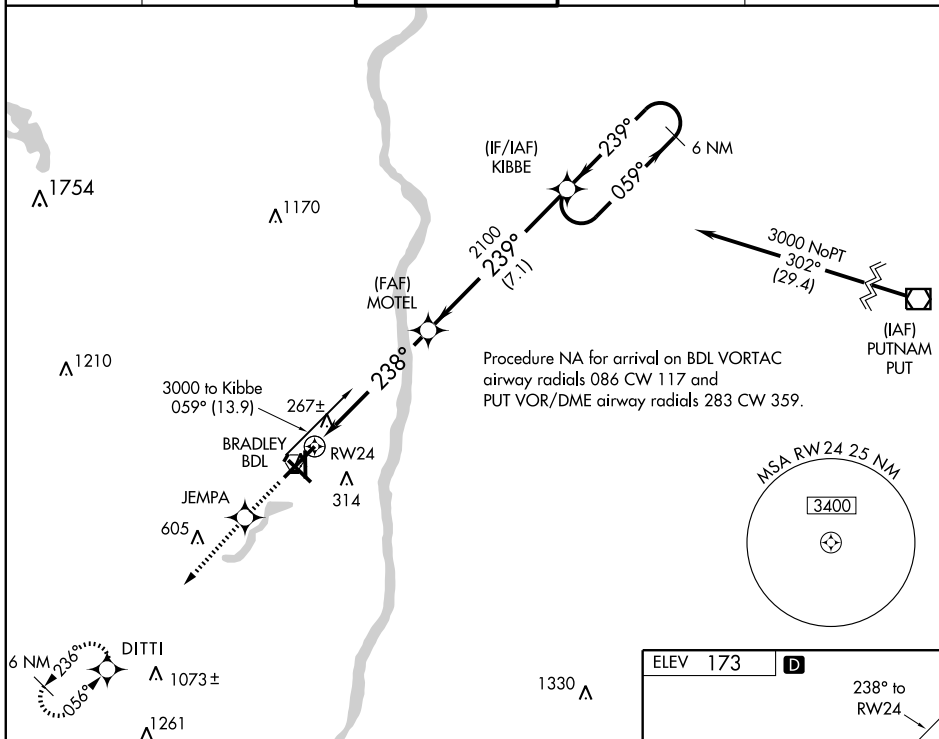
## WINDSOR LOCKS / BRADLEY INTL (BDL)

**▼** DME/DME RNP -0.3 NA. Baro-VNAV NA below -15°C (5°F).  
**▲** For inoperative MALSRS, increase LNAV Cat D visibility to RVR 6000.  
 For inoperative MALSRS, increase LPV visibility to RVR 5000 all Cats.

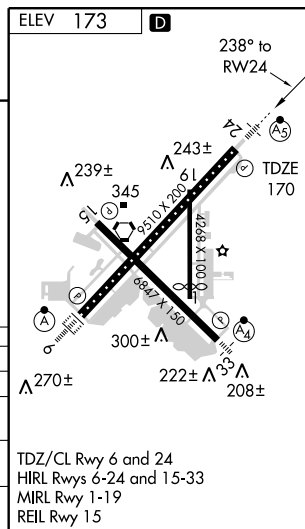


**MISSED APPROACH:** Climb to 3000 direct JEMPA and via 236° track to DITTI and hold.

ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>
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CATEGORY	A	B	C	D
LPV DA		449/24	279 (300-½)	
LNAV/VNAV DA		566/50	396 (400-1)	
LNAV MDA		540/24	370 (400-½)	540/50 370 (400-1)
CIRCLING		680-1½	507 (600-1½)	1000-2¾ 827 (900-2¾)



WAAS Ch <b>65628</b> <b>W33A</b>	APP CRS <b>328°</b>	Rwy Idg <b>6847</b> TDZE <b>171</b> Apt Elev <b>173</b>
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## RNAV (GPS) RWY 33

WINDSOR LOCKS / BRADLEY INTL (BDL)

**T** DME/DME RNP-0.3 NA.  
Baro-VNAV NA below -15°C (5°F).

**A** Inoperative table does not apply to LPV and LNAV/VNAV.

MALSF



**MISSED APPROACH:** Climb to 3500 direct HIGAM and via 329° track to MISTR and hold, continue climb-in-hold to 3500.

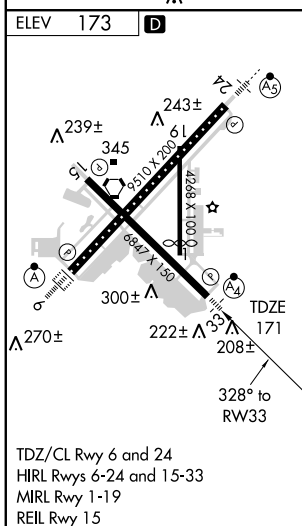
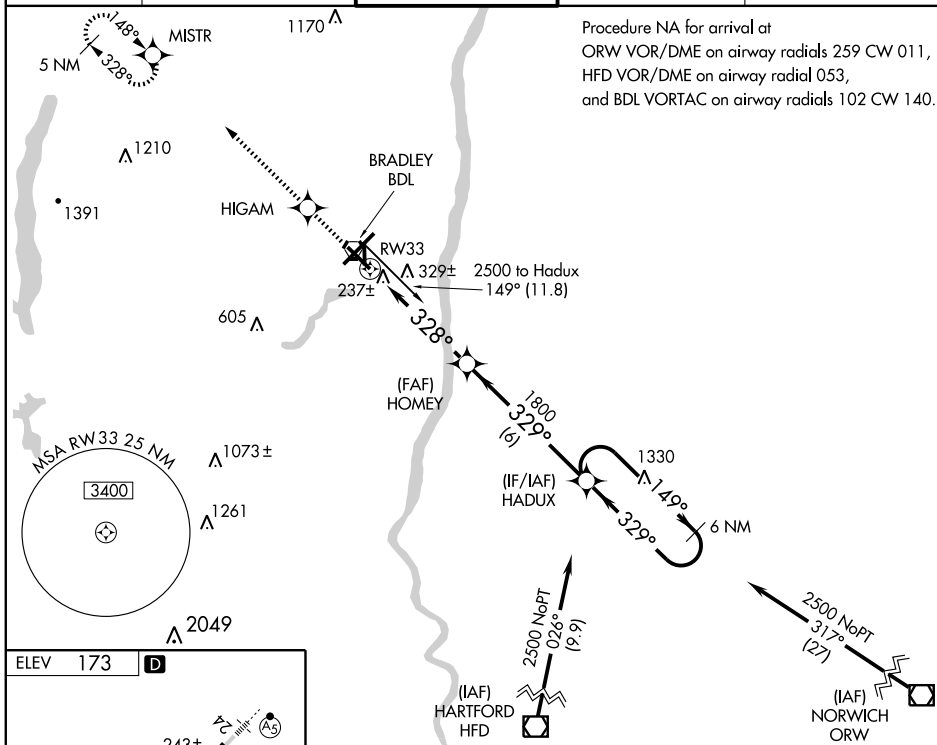
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



3500  
↑  
HIGAM  
TRK 329°  
MISTR

6 NM  
Holding Pattern

HADUX

149° → 2500  
← 329°

\*1 NM to RW33

RW33

HOMEY

328°

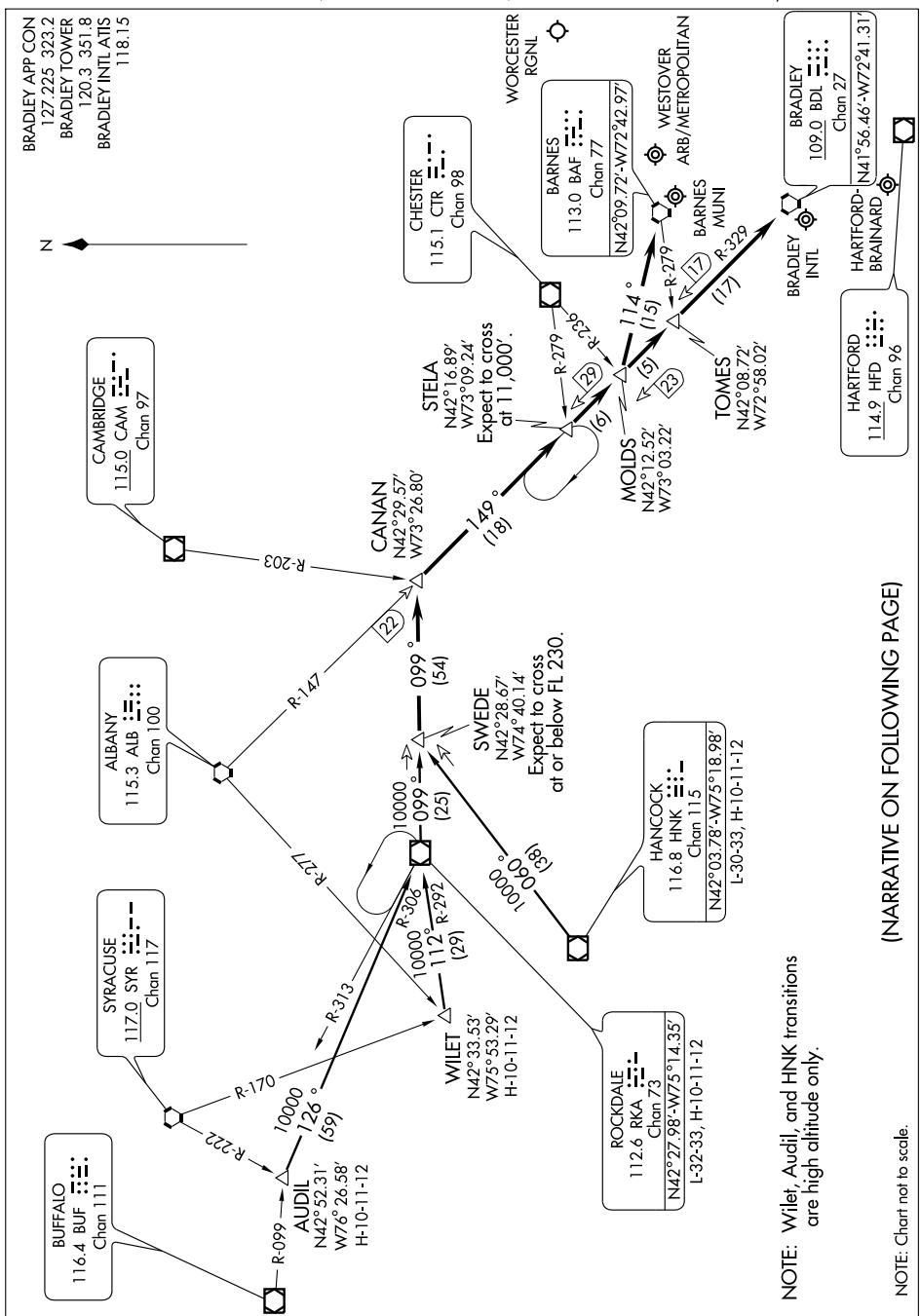
\* LNAV only

1800

GS 3.00°  
TCH 59

1 NM 3.9 NM 6 NM

CATEGORY	A	B	C	D
LPV DA		460/50	289 (300-1)	
LNAV/VNAV DA		658-1¾	487 (500-1¾)	
LNAV MDA	560/40	389 (400-¾)		560/60 389 (400-1¼)
CIRCLING	680-1¾	507 (600-1¾)		1000-2¾ 827 (900-2¾)



(NARRATIVE ON FOLLOWING PAGE)

## ARRIVAL DESCRIPTION

AUDIL TRANSITION (AUDIL.SWEDE1): From over AUDIL INT via RKA R-306 to RKA VOR/DME; then via RKA R-099 to SWEDE INT. Thence. . . .

HANCOCK TRANSITION (HNK.SWEDE1): From over HNK VOR/DME via HNK R-060 to SWEDE INT. Thence. . . .

ROCKDALE TRANSITION (RKA.SWEDE1): From over RKA VOR/DME via RKA R-099 to SWEDE INT. Thence. . . .

WILET TRANSITION (WILET.SWEDE1): From over WILET INT via RKA R-292 to RKA VOR/DME; then via RKA R-099 TO SWEDE INT. Thence. . . .

ARRIVALS FOR BRADLEY INTL and HARTFORD-BRAINARD

. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to BDL VORTAC. Expect radar vectors to final approach course.



ARRIVALS FOR BARNES MUNI, WESTOVER ARB/METROPOLITAN and WORCESTER RGNL

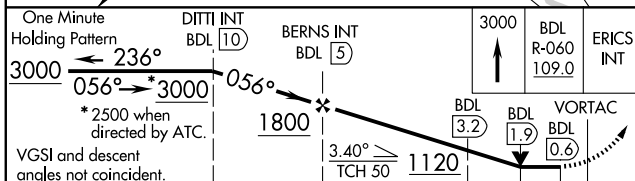
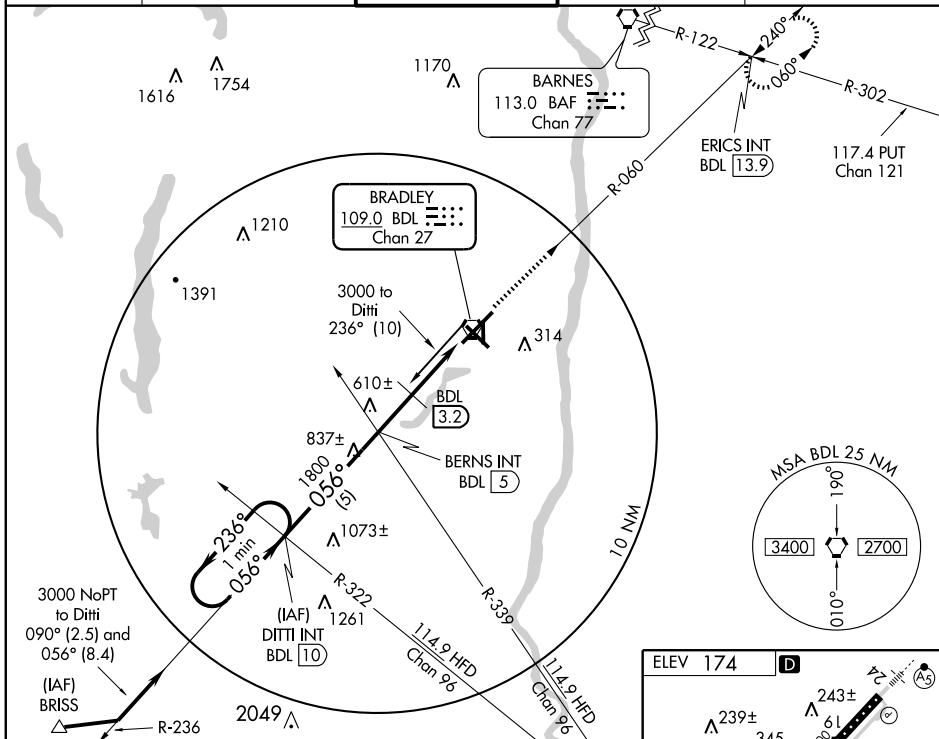
. . . . From over SWEDE INT via RKA R-099 to CANAN INT. Then via BDL R-329 to MOLDS INT. Then direct to BAF VORTAC. Expect radar vectors to final approach course.

VORTAC BDL <b>109.0</b> Chan <b>27</b>	APP CRS <b>056°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>174</b> <b>174</b>
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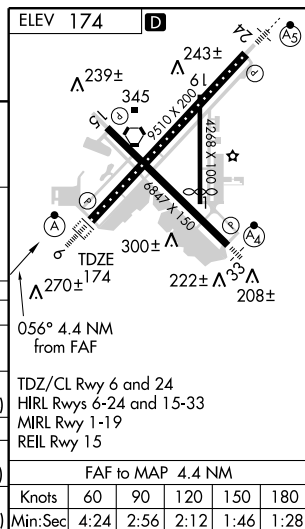
## VOR or TACAN RWY 6

WINDSOR LOCKS / BRADLEY INTL (BDL)

		ALSF-2 	MISSED APPROACH: Climb to 3000 via BDL R-060 to ERICS Int/BDL 13.9 DME and hold.	
ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>



CATEGORY	A	B	C	D	E
S-6	1120/40 946 (1000-¾)		1120-2¼ 946 (1000-2¼)	1120-2½ 946 (1000-2½)	
CIRCLING	1120-1¼ 946 (1000-1¼)		1120-2¾ 946 (1000-2¾)	1120-3 946 (1000-3)	1380-3 1206(1300-3)
DME MINIMUMS					
S-6	640/24 466 (500-½)		640/40 466 (500-¾)	640/50 466 (500-1)	640/60 466 (500-1¼)
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206(1300-3)



VORTAC BDL <b>109.0</b> Chan <b>27</b>	APP CRS <b>148°</b>	Rwy Idg <b>6847</b> TDZE <b>172</b> Apt Elev <b>174</b>
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VOR or TACAN RWY 15  
WINDSOR LOCKS / BRADLEY INTL (BDL)



**MISSED APPROACH:** Climb to 3000 via BDL R-149 to CLEFF Int/BDL 11 DME and hold.

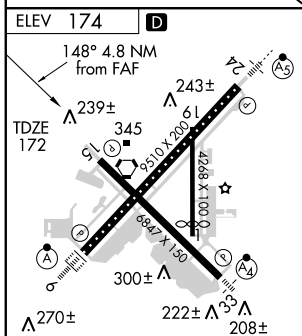
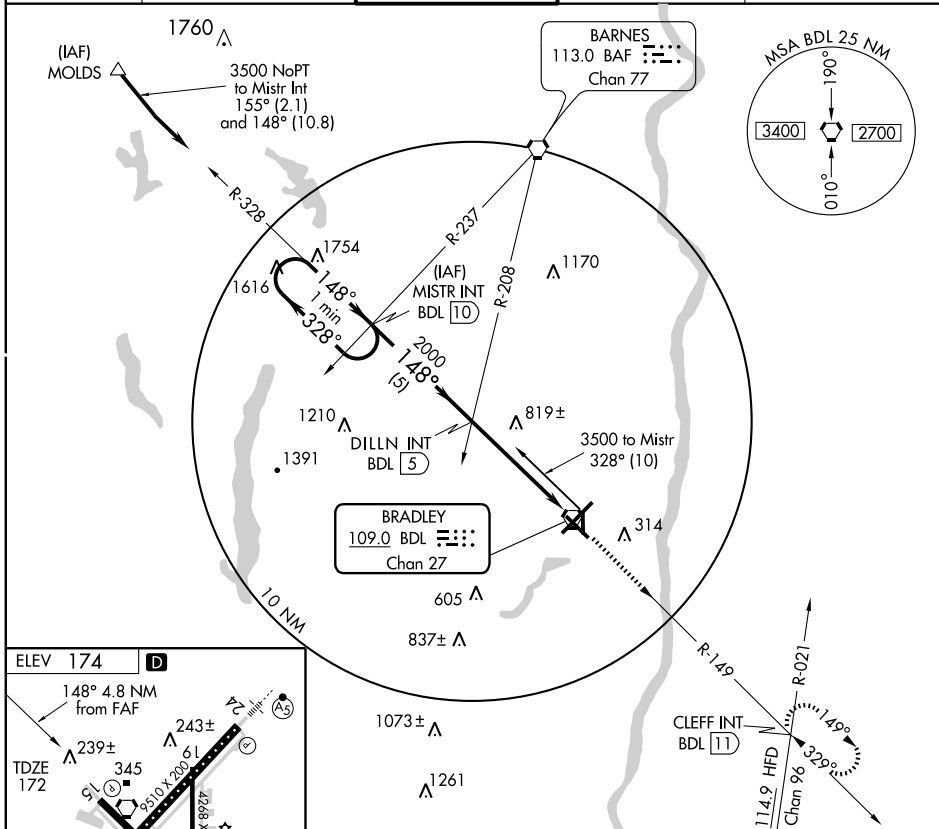
ATIS  
118.15

BRADLEY APP CON  
127.225 323.2

BRADLEY TOWER  
120.3 351.8

GND CON  
121.9 348.6

CLNC DEL  
**121.75 322.3**



TDZ/CL Rwy 6 and 24  
HIRL Rwy 6-24 and 15-33  
MIRL Rwy 1-19  
REIL Rwy 15

FAF to MAP 4.8 NM					
Knots	60	90	120	150	180
Min:Sec	4:48	3:12	2:24	1:55	1:36

One Minute Holding Pattern

MISTR INT BDL (10)

DILLN INT BDL (5)

3500 ← 328°

148° →

148°

2000

3.48°

TCH 59

BDL (3.2)

BDL (0.2)

VORTAC

3000 ↑

BDL R-149 109.0

CLEFF INT

5 NM

1.9 NM

2.9 NM

0.2

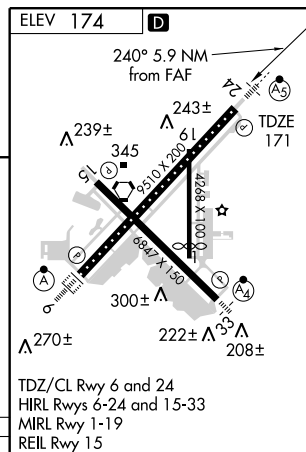
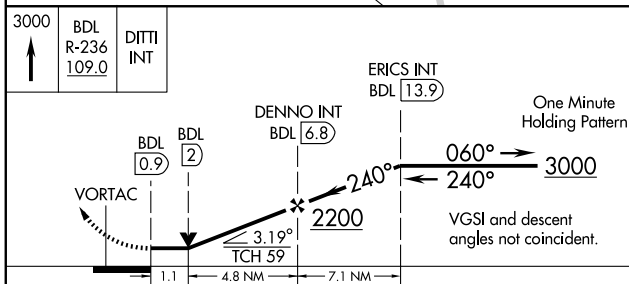
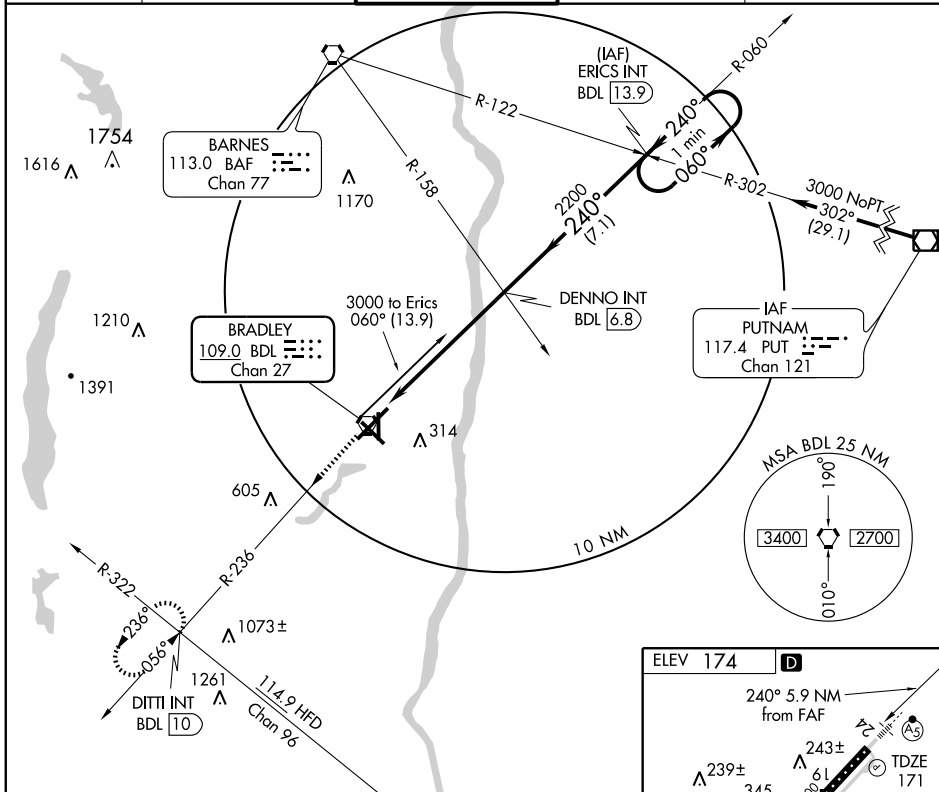
CATEGORY	A	B	C	D
S-15	1320-1¼ 1148 (1200-1¼)	1320-1½ 1148 (1200-1½)	1320-3	1148 (1200-3)
CIRCLING	1320-1¼ 1146 (1200-1¼)	1320-1½ 1146 (1200-1½)	1320-3	1146 (1200-3)

VORTAC BDL <b>109.0</b> Chan <b>27</b>	APP CRS <b>240°</b>	Rwy Idg TDZE Apt Elev	<b>9509</b> <b>171</b> <b>174</b>
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# VOR or TACAN RWY 24

## WINDSOR LOCKS / BRADLEY INTL (BDL)

<div><div><div></div><div></div></div><div>For inoperative MALS increase S-24 CAT D and E RVR to 6000.</div></div>		<div>MALS</div> <div><div><div></div><div></div></div><div></div></div>	MISSED APPROACH: Climb to 3000 via BDL R-236 to DITTI Int/BDL 10 DME and hold.		
ATIS 118.15	BRADLEY APP CON 127.225 323.2	BRADLEY TOWER 120.3 351.8	GND CON 121.9 348.6	CLNC DEL 121.75 322.3	






CATEGORY	A	B	C	D	E	REIL Rwy 15					
S-24	560/24 389 (400-½)			560/50 389 (400-1)		FAF to MAP 5.9 NM					
CIRCLING	680-1 506 (600-1)		680-1½ 506 (600-1½)	1100-3 926 (1000-3)	1380-3 1206 (1300-3)	Knots	60	90	120	150	180
						Min:Sec	5:54	3:56	2:57	2:22	1:58



VORTAC BDL <u>109.0</u> Chan <b>27</b>	APP CRS <b>329°</b>	Rwy Idg <b>6847</b> TDZE <b>171</b> Apt Elev <b>173</b>
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VOR or TACAN RWY 33

WINDSOR LOCKS / BRADLEY INTL (BDL)

 Inoperative table does not apply to CAT C.  Visibility reduction by helicopters NA.		MALSF 	MISSED APPROACH: Climb to 3500 via BDL R-328 to MISTR Int/BDL 10 DME and hold.	
ATIS <b>118.15</b>	BRADLEY APP CON <b>127.225 323.2</b>	BRADLEY TOWER <b>120.3 351.8</b>	GND CON <b>121.9 348.6</b>	CLNC DEL <b>121.75 322.3</b>

